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1869

PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

Wilmington, Charlotte & Rutherford

RAILROAD COMPANY,

FOR

RE-ORGANIZATION

AT MEETINGS HELD IN

WILMINGTON AND CHARLOTTE, N. C.,

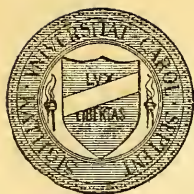
April 15th, July 19th and October 20th. 1869.

WILMINGTON:

ENGELHARD & PRICE, STEAM POWER PRESS PRINTERS.

JOURNAL BUILDINGS.

1869.



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WILMINGTON AND CHARLOTTE, N. C.

April 15th, July 18th and October 20th, 1893.



WILMINGTON:

JOSEPH H. HARRIS & SONS, STEAM POWER PRINTERS.

JOHN H. HARRIS.

1893.

## Proceedings.

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WILMINGTON, N. C., April 15th, 1869.

In pursuance of a call of the President and Directors, the Stockholders of the Wilmington, Charlotte & Rutherford Rail Road Company assembled in the Masonic Hall, at 10 o'clock, A. M., this April 15th, 1869.

The Convention was organized by the appointment of Dr. W. T. J. Miller, of Cleaveland County, as President, and Messrs. M. Cronly and I. T. Alderman, as Secretaries.

Mr. B. S. Guion and the Secretaries were appointed a Committee to verify proxies, and ascertain the number of shares of capital stock represented in the Convention. This duty being performed, the Committee reported that 8,030 shares were represented in person, and 4,408 shares were represented by proxy—making a total of 12,438 shares, which being a majority of the capital stock of the Company, the Convention was declared duly organized and ready for business.

Additional stock was presented during the day, and regularly entered.

The President of the Company, in behalf of the Board of Directors, submitted, without recommendation, two enactments of the General Assembly of North Carolina, proposing certain amendments to the Charter of the Company—the

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first being entitled "An Act to amend the Charter of the Wilmington, Charlotte & Rutherford Rail Road Company, to provide for the completion of said Road, and to secure to the State a representation in the Company," which said Act was ratified on the 29th day of January, 1869; and the second being entitled "An Act supplemental to An Act to amend the Charter of the Wilmington, Charlotte & Rutherford Rail Road Company, and ratified on the 29th day of January, 1869," which said supplemental Act was ratified on the 5th day of April, 1869.

After an elaborate discussion, the following resolution was unanimously adopted :

*Resolved*, That the question of acceptance or rejection of the amendment proposed to the Charter of the Wilmington, Charlotte & Rutherford Rail Road Company, as contained in an Act entitled "An Act to amend the Charter of the Wilmington, Charlotte & Rutherford Rail Road Company, to provide for the completion of said road, and to secure to the State a representation in the Company," ratified on the 29th day of January, 1869, and also in an Act entitled "An Act supplemental to An Act to amend the Charter of the Wilmington, Charlotte & Rutherford Rail Road Company, and ratified on the 29th day of January, 1869," which supplemental Act was ratified on the 5th day of April, 1869, be submitted to a stock vote of the Stockholders by ballot, in which those who are in favor of accepting said amendment shall vote a written ticket, with the word "accept" upon the face of said ticket, with the name of the voter and the number of shares which he represents upon the back ; and those who are opposed, shall vote a written ticket with the word "reject" upon the face, with a like endorsement upon the back of the ticket.

The ballot was held under the supervision of Messrs. S. W. Cole, B. H. Sumner and V. A. McBee, and resulted as follows :

For Acceptance,.....	10,258 shares.
For Rejection,.....	2,827    "

The following resolutions were then unanimously adopted:

*Resolved*, That the question of accepting the Acts of the General Assembly of North Carolina entitled "An Act to amend the Charter of the Wilmington, Charlotte & Rutherford Rail Road Company, to pro-

vide for the completion of said road, and to secure to the State a representation in the Company," ratified on the 29th day of January, 1869, and also in an Act entitled "An Act supplemental to an Act to amend the Charter of the Wilmington, Charlotte & Rutherford Rail Road Company, and ratified on the 29th day of January, 1869," which supplemental Act was ratified on the 5th day of April, 1869, having been submitted to a stock vote, by ballot, of the Stockholders of said Company, in general meeting, held in the city of Wilmington, on the 15th day of April, 1869, (a majority of the stock of said Company being represented,) and a majority of the shares having been cast in favor of acceptance, it is, therefore, declared by the Stockholders that the aforesaid Acts are accepted as an amendment to the Charter of the Wilmington, Charlotte & Rutherford Rail Road Company, and they shall henceforth be and constitute a part of the same.

*Resolved*, That the President and Directors of this Company be instructed to cause a certified copy of the proceedings of this meeting to be transmitted to the Governor of the State.

The following protest, presented by Col. W. L. Steele, of Richmond County, was ordered to be spread upon the Journal :

#### PROTEST.

The undersigned respectfully, but most earnestly, protests against the action of the stockholders this day, in accepting certain amendments to the charter of the Wilmington, Charlotte and Rutherford Rail Road Company, proposed by the General Assembly of the State.

*First*, because the amendments agreed to are violative of a fundamental condition of the charter, in that they take from the stockholders the exclusive right of management, and vest the controlling power in the hands of the Executive of the State. Without this valuable franchise, in the opinion of the undersigned, the stock would not have been taken. The opinion has always prevailed among our best and wisest men, that the keen eye of private interest will always manage the affairs of a corporation with far more prudence and discretion than any Board of direction which owes its appointment to party influence. It has always been the case that the Governor of the State, in making his appointments, has been greatly controlled by the political affiliations of his appointees, and it cannot now be expected that less party frailty will be exhibited than on former occasions. The road, therefore, in the opinion of the undersigned, instead of being, as heretofore, under the control of stockholders, chosen without regard to their political opinions, will become a piece of mere party machinery, used to reward party favorites, or supply comfortable places for hungry party mendicants—all of which will be at the expense of the stockholders.

*Secondly*, the amendments demand a sacrifice without giving a valuable consideration. Even upon the supposition that the sole purpose of the General Assembly in passing the amendments was to benefit the company, it will be found, I apprehend, that, owing to the depressed financial condition of the State, it will fall far short of accomplishing its ends. With the already heavy debt bearing upon the people, their crippled pecuniary condition, and the consequent gloomy prospect of paying the interest, capitalists will not venture to make loans upon public securities, except upon a margin so wide as to pay for all the hazards incurred. The sum to be realized, therefore, from the bonds of the State, which are to be given for the invaluable franchise of governing ourselves, will not be much more than half the nominal amount. Thus the stockholders, for what I conceive to be an illusory benefit, bargain away one of the most valuable rights conferred by the Act of incorporation.

*Thirdly*, because the said acceptance is an actual endorsement of a ruinous system of wastefulness which must bring upon the people a load of debt which wise and prudent men can but contemplate with dread. Admitting, for the sake of argument, that the power of self-government is of no value, and that the "State" will be governed in making its appointments solely by a desire to advance the public interests, it is held to be the duty of all good citizens to arrest, as far as possible, by every available means, all further increase of taxation, until the condition of the people is such that they can afford to meet the obligations incurred. The Act of Assembly was merely inchoate. It bound no one until ratified by the stockholders, and it was thus in their power to prevent the increase of the public debt to the extent of four millions of dollars, by a refusal to accept the amendment. This increase was neither asked nor expected by the stockholders. The legislation did not originate with those who were supposed to feel the keenest interest in the welfare of the Company, or with the Board of Directors who had been charged with its management. On the contrary, the Board believed that, if let alone, it was in their power, in due course of time, to build the road without imposing an overwhelming debt upon the Company or upon the people of the State.

For these and other reasons, which he has not the time to enumerate, the undersigned most earnestly protests against the action aforesaid, believing that the boon offered is but another wooden horse, introduced within our walls with more than Grecian strategy, to accomplish purposes far different from those which are held out to view.

WALTER L. STEELE.

The following resolutions were then adopted :

*Resolved*, That the President and Board of Directors of this Company be directed to call upon all delinquent Stockholders, after thirty days




notice in the newspapers published in the counties through which the Road passes, to pay all balances due upon the stock subscribed by them, and in case of default, that it shall be the duty of the Board to sell the shares of each delinquent Stockholder upon the terms and in the manner prescribed in the charter and by-laws, and to take all measures which they may deem expedient to collect any residue which may remain unpaid, after applying the proceeds of such sales—and they are further directed to call upon all subscribers who claim to have paid in money or work the stock subscribed by each of them and to whom no certificate has heretofore been issued, to come forward within the aforesaid thirty-days and adjust their accounts with the Company, otherwise it shall be taken, at the expiration of the said thirty days, that they and each of them are in arrears, and the shares subscribed for shall be sold under the provisions of the first part of this resolution.

*Resolved*, That the meeting for reorganization, provided for in the amendment just accepted by the Stockholders, shall be held in the city of Wilmington, and shall be called by the President in accordance with the provisions of the Acts constituting said amendment.

A vote of thanks was then returned to the officers of the Convention, and the Convention adjourned.

W. T. J. MILLER, *President*.

M. CRONLY,  
I. T. ALDERMAN, } *Secretaries*.



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# AN ACT

TO AMEND THE CHARTER OF THE WILMINGTON, CHARLOTTE AND RUTHERFORD RAIL ROAD COMPANY; TO PROVIDE FOR THE COMPLETION OF SAID ROAD, AND TO SECURE THE STATE A REPRESENTATION IN THE COMPANY.

SECTION 1. *The General Assembly of North Carolina do enact,* That the capital stock of the Wilmington, Charlotte, and Rutherford Rail Road Company be increased to the sum of seven millions of dollars, and that in order to complete the Road, the Public Treasurer of the State is hereby directed, as soon as this amendment shall be accepted by the Stockholders in said Company, provided it shall be done within ninety days of the ratification of this act, to subscribe in behalf of the State four millions of dollars to the capital stock of said Company, upon the terms and conditions hereinafter provided.

SEC. 2. For the payment of the subscription of said four millions of dollars, directed in the foregoing section, the Public Treasurer shall cause to be made and issued coupon bonds of the State, in sums of one thousand dollars each, bearing interest at the rate of six per cent. per annum, payable semi-annually, and the principal thereof at the end of thirty years; said bonds to be signed by the Governor of the State and countersigned by the Public Treasurer, and sealed with the great seal of the State, and to be delivered to the President of said Wilmington, Charlotte and Rutherford Rail Road Company as hereinafter provided.

SEC. 3. That two millions of dollars of the subscription so made shall be applied exclusively to that portion of said Road which is west of Charlotte, called the Western Division, the first portion of said amount expended to be expended in completing said Road to Rutherfordton, and two millions of dollars of it shall be exclusively applied to that portion of the Road east of Charlotte, called the Eastern Division.

SEC. 4. That the Directors of said Company as provided for in the charter, shall be limited to the number of thirteen, of which number the Governor of the State shall appoint seven, and the Stockholders shall elect six, and upon the acceptance of this act by the Stockholders, and the payment of one million of dollars of the bonds of the subscription authorized on the part of the State, there shall, within sixty days after such payment, be a meeting of the Stockholders of the Company, and Directors elected and appointed as herein provided for, and a reorganization of the Company immediately effected, which shall conform to the true intent and meaning of the charter of said Company as amended by this act.

SEC. 5. That the acceptance of this act by the Stockholders shall in no wise affect any of the liabilities, contracts or obligations of the said Wilmington, Charlotte and Rutherford Rail Road Company.

SEC. 6. For the purpose of providing for the payment of the interest upon the bonds hereby authorized, and the principal at its maturity, an annual tax of one-eighth of one per cent. is hereby imposed upon all the taxable property of the State, which shall be levied, collected and paid into the State Treasury as other public taxes, and the surplus, after paying the interest, shall be invested in securities of the United States, or other safe securities, and kept as a sinking fund for the payment of the principal money at maturity.

SEC. 7. *Provided*, That on or before the day upon which the first coupon of the bonds authorized to be issued by this act shall become due, the President of the above named Rail Road Company shall pay to the Public Treasurer, either in cash or in matured coupons of bonds upon which the Public Treasurer is made to pay the interest under this act, the sum of one hundred and twenty thousand dollars; and on or before the day upon which the second coupon of the bonds authorized by this act shall become due, the President of the above named Rail Road Company shall pay in like manner the sum of one hundred and twenty thousand dollars; and on or before the day upon which the third coupon as aforesaid

shall become due, the President above named shall pay to the Public Treasurer, in like manner, the sum of eighty thousand dollars; and on or before the day upon which the fourth coupon as aforesaid shall become due, the President above named shall pay to the Public Treasurer, in like manner, the sum of forty thousand dollars.

SEC. 8. *Provided, further,* That of the bonds authorized to be issued under this act, seven hundred and twenty thousand dollars shall be retained by the Public Treasurer as collateral security for the faithful performance of the conditions of the preceding section; and that upon the payment of the first one hundred and twenty thousand dollars as aforesaid, the Public Treasurer shall be authorized to deliver to said Rail Road Company two hundred and forty thousand dollars of the above named seven hundred and twenty thousand dollars of bonds; and upon the payment of the succeeding amounts named in said section, the Public Treasurer is authorized to deliver bonds to the amount of double the sum paid, until all said bonds are delivered to said Rail Road Company: *Provided,* also, that at the expiration of two years from the date of the first coupon of the bonds authorized in this act, the Public Treasurer shall be authorized to issue to said Rail Road Company an additional amount of bonds equal at their par value to the amount paid in cash by said Company in behalf of the State, according to the provisions of section seven of this act, said bonds to be in all respects similar to those authorized to be issued by this act.

SEC. 9. All dividends that may hereafter accrue to the State upon the stock owned by the State in said Rail Road Company, or so much thereof as may be necessary for that purpose, shall be applied exclusively to the payment of the interest on the bonds of the State authorized by this act.

SEC. 10. No discrimination shall be made by the Wilmington, Charlotte and Rutherford Rail Road Company in rates of charges for the carrying of passengers or freights over any part of said road, but the rates charged for freights and travel between intermediate points and between either terminus and any intermediate point, shall be the same per mile as the rates charged for travel or for like classes and qualities of freights over the whole line of said Road: *Provided,*



That the said Company, in addition to the rates per mile charged for the carrying of passengers and freights over the whole line of said Road, may, for the carrying of passengers and for freights of like classes and qualities between intermediate points and between either terminus and any intermediate point, charge the following and no other (for any distance under twenty-five miles, not exceeding 50 per ct.); for any distance over twenty-five and not exceeding fifty miles, not exceeding forty per cent.; for any distance over fifty and not exceeding one hundred miles, not exceeding thirty per cent.; for any distance over one hundred and not exceeding two hundred miles, not exceeding twenty per cent.; and for any distance over two hundred miles, not exceeding ten per cent. And if any officer or agent of said Company shall violate the provisions of this section, any person injured or suffering loss thereby may sue the Company or such officer or agent in any court having jurisdiction of the cause, and recover his actual damages and costs, and in addition thereto, shall recover the sum of fifty dollars as liquidation and settled damages.

SEC. 11. Nothing in the foregoing section shall operate to prevent said Company from arranging local rates for any distance under twenty-five miles.

SEC. 12. That the Directors in this Company shall have power to receive subscriptions to stock in said Company in lands, moneys, bonds, stock, or any other property. And in case land be subscribed as stock, the Directors may provide the mode in which the value of the same may be ascertained and conveyance thereof executed.

SEC. 13. That any laws or clauses of laws, conflicting with or repugnant to this act, are repealed.

SEC. 14. That this act shall be in force and take effect from and after its ratification.

[Ratified the 29th day of January, 1869.]

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STATE OF NORTH CAROLINA, }  
 DEPARTMENT OF STATE, }  
 Raleigh, January 29th, 1869. }

I, HENRY J. MENNINGER, Secretary of State, hereby certify that the foregoing is a true copy of the original act on file in my office.

\*\*\*\*\*  
 \* SEAL \*  
 \*\*\*\*\*

H. J. MENNINGER,  
*Secretary of State.*

# AN ACT

SUPPLEMENTAL TO AN ACT TO AMEND THE CHARTER OF THE  
WILMINGTON, CHARLOTTE AND RUTHERFORD RAIL ROAD COM-  
PANY, AND RATIFIED ON THE TWENTY-NINTH DAY OF JANUARY,  
1869.

*The General Assembly of North Carolina do enact :*

SEC. 1. That an Act passed by the General Assembly, and ratified on the twenty-ninth day of January, eighteen hundred and sixty-nine, entitled An Act to amend the Charter of the Wilmington, Charlotte and Rutherford Rail Road Company, to provide for the completion of said road, and to secure the State a representation in said Company, be amended as hereafter provided.

SEC. 2. That in all meetings of the Stockholders, the election of the six Directors to be elected by the Stockholders, shall be chosen by the Stockholders other than the State, in the manner now provided by the charter and by-laws of the Company.

SEC. 3. That immediately upon the reorganization provided for in the second section of said Act, the Treasurer of the State shall deliver over to the President of the Company the remainder of the bonds provided for, which shall be necessary to pay the residue of the subscription of the State, except the amount of seven hundred and twenty thousand dollars of bonds mentioned in the seventh section of said Act, and thereupon a certificate of stock shall be issued to the State for eighty thousand shares of the capital stock of the Company.

SEC. 4. That in case the State shall, at any time hereafter dispose of the whole or any part of her stock, the right to appoint by the Governor shall cease entirely upon the sale of her whole stock, and for every eleven thousand four hundred and twenty-eight shares so sold the right to appoint

one Director shall be lost on the part of the State, and the right of appointment thus lost shall not succeed to the purchaser or purchasers, but in this respect he or they shall be in the same situation as other private Stockholders of the Company.

SEC. 5. That this Act shall be submitted, together with the Act to which it is supplemental to the Stockholders, and be passed upon by them as if a part of the said Act, and shall take effect from and after its ratification.

Ratified this 5th day of April, 1869.

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STATE OF NORTH CAROLINA, }  
 OFFICE SECRETARY OF STATE, }  
 Raleigh, April 7th, 1869. }

I, HENRY J. MENNINGER, Secretary of State, hereby certify that the foregoing is a true copy of the original Act on file in this office,

\*\*\*\*\*  
 \*SEAL.\*  
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H. J. MENNINGER,  
*Secretary of State.*

## Proceedings.

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WILMINGTON, N. C., July 29, 1869.

Pursuant to notice from the President and Directors of the Wilmington, Charlotte & Rutherford Rail Road Company, the Stockholders of said Company assembled in Masonic Hall, in this city, this day, at 10 o'clock, A. M., and organized by the appointment of Col. Walter L. Steele, of Richmond county, to the Chair, and I. T. Alderman and M. Cronly, of New Hanover, as Secretaries.

The Chairman appointed B. S. Guion and M. Cronly to verify proxies and ascertain the number of shares represented, who, after examination, reported a representation

In person of.....	5,581 shares
By proxy.....	9,305     “

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Making a total of.....	14,886     “
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This comprising a majority of the Capital Stock of the Company, the Chairman declared the meeting duly organized; when the committee upon the verification of stock made a further report, that the counties of Anson and Rutherford, in their corporate capacity, had authorized Messrs. D. Ingram and G. W. Logan to represent them; that, owing to the fact that neither of the counties named having paid their subscriptions, and neither proxy being a stockholder, the com-

mittee declined to accept them; whereupon, on motion of Mr. H. W. Guion, the report of the committee was unanimously adopted and their action sustained.

G. Z. French offered the following preamble and resolutions:

WHEREAS, It is represented to this meeting that His Excellency, W. W. Holden, Governor of this State, claims the right to take charge of and represent the interests of the State in this Company, and to appoint Directors on the part of the State; and whereas, it is provided by law that C. L. Harris, Esq., Superintendent of Public Works, shall have charge of the State's interest in all railroads, canals and other works of internal improvement, and vote in behalf of the State at all elections and in general meetings of such corporations; be it

*Resolved*, That the Stockholders do hereby declare that they recognize C. L. Harris, Superintendent of Public Works, as the true and lawful agent of the State, and that he is invested by the act of its General Assembly with the power to represent the State's stock in this Company, to appoint the Directors in behalf of the State, and to have full and complete control of the stock held by the State of North Carolina in this Company.

*Resolved*, That so much of an act of the General Assembly, entitled "an act defining the duties of State officers," ratified 12th day of April, 1869, as provides that the Superintendent of Public Work shall have charge of the State's interest in all railroads, canals and other internal improvements, and vote in behalf of the State at all elections and general meetings of such corporations, be, and is hereby approved by the Stockholders, and is hereby declared to be accepted as an amendment to the charter of this Company.

Which he sustained by an appeal to the Stockholders against the removal of the offices of the Company to the Western Division.

After an argument by Hon. S. J. Person, Col. R. H. Cowan submitted the following resolutions as a substitute, which were accepted by G. Z. French, with leave to renew, if desired:

WHEREAS, It is doubtful whether the power of appointing seven Directors on the part of the State, and otherwise participating in the reorganization of this Company is vested in the Governor of the State or in the Superintendent of Public Works; therefore,

*Resolved*, That the Chairman appoint a committee of two persons to communicate to the Governor, or his representative in this city, that this Company, now in convention, is ready to receive any communication he may wish to make relative to the reorganization.

*Resolved, further*, That a like committee of two be appointed by the Chair to make known to the Superintendent of Public Works that this Company is ready to receive from him any communication he may wish to make in relation to the reorganization of the Company.

On motion of Col. R. H. Cowan, it was

*Resolved*, That the Governor of the State, or his agent in the city, and the Superintendent of Public Works be invited to take seats in the Convention and participate in its deliberations.



The Chairman appointed the following named gentlemen, under the resolution of Col. Cowan, to wait upon the representative of the Governor, viz: G. Z. French and Alfred Dockery; to wait upon the Superintendent of Public Works R. H. Cowan and O. H. Dockery.

The meeting then adjourned until 2½ o'clock, P. M., to reassemble in the City Hall.

The meeting was called to order by the Chairman at 2½ P. M., when the committee appointed to confer with the representative of the Governor submitted the following report:

*Messrs. G. Z. French and Hon. Alfred H. Dockery, Committee:*

I have the honor to submit in answer to the resolution of the Stockholders of the Wilmington, Charlotte and Rutherford Rail Road Company, that I am the agent of the Governor of the State at this meeting; and that, in obedience to law, the Governor has appointed and commissioned the following named gentlemen to act as Directors on behalf of the State in the said Rail Road Company, to wit: W. Sloan, W. A. Smith, John L. Brown, John F. Aydlett, S. P. Sherrell, James McDonald, Joseph S. Cannon.

Very truly,

R. C. BADGER.

Whereupon the meeting adjourned to the Theatre, when the following report was received from the Superintendent of Public Works:

*To the Stockholders of the Wilmington, Charlotte and*

*Rutherford Rail Road Company, now in meeting assembled:*

GENTLEMEN:—In reply to your enquiry expressed in your resolution of this morning, as to what powers I claim in connection with the interests of the State in this meeting, I have respectfully to say that I claim the right to represent the State as the Superintendent of Public Works; that by the Constitution, Article 3, Sections 1 and 13, and the act of the General Assembly, entitled an "act concerning the powers and duties of State officers," passed the 12th day of April, 1869, it is made my duty to take charge of the State's interest in all railroads and other works of internal improvement in the State, and also to vote either in person or by proxy in behalf of the State, in all elections of Directors of corporations in which the State has an interest.

Under the forgoing provisions of the Constitution and the above recited act, I claim the right to represent the State in this meeting, and to appoint seven Directors in behalf of the State.

I am, gentlemen, very respectfully,

your obedient servant,

C. L. HARRIS.

Superintendent of Public Works.

On motion of Hon. S. J. Person, C. L. Harriss, Superintendent of Public Works, was requested to name the seven Directors of this Company under the authority which he claimed.

Mr. C. L. Harriss claimed the indulgence of the meeting for one hour, which was granted.

Dr. William Sloan introduced the following resolution :

*Resolved*, That R. H. Cowan, President, and the present Board of Directors shall have until the next annual meeting to close up the affairs of the Company as now organized, and for that purpose they shall retain in their hands all the assets and books of the Company which they now have in possession, and pay and satisfy all the debts and carry out the contracts heretofore contracted or made, and at or before said meeting they shall make a full statement of all their accounts and transactions, and deliver the same to the President and Directors under the new organization, and at the same time transfer to them the books of the Company and all assets and effects which may remain on their hands ; and they may appoint any suitable person Trustee for the purpose of holding said assets and paying the debts ; and any appointments already made, or assets made to that end, shall be valid and binding on the Company and its agents now and hereafter, to all intents and purposes.

Which was *unanimously* adopted.

Col. R. H. Cowan, after the passage of the above resolution, returned the thanks of the Directory to the mover of the above resolution.

A recess of one hour was granted for the purpose of allowing C. L. Harriss, Superintendent of Public Works, to make his appointments of seven Directors, at the expiration of which G. Z. French moved that Mr. Harriss be allowed further time, or until 8, P. M., which was agreed to, and that he be heard through counsel.

8 O'CLOCK, P. M.

Called to order by the Chairman.

C. L. Harriss, Superintendent of Public Works, presented a report of his appointments of Directors on the part of the State, to-wit: G. W. Logan, of Rutherford ; J. H. Neff, of

New Hanover ; D. L. Russell, Sen., of Robeson ; Alfred Dockery, of Richmond ; T. M. Smith, of Columbus ; Dickson Ingram, of Anson ; G. Z. French, of New Hanover.

Hon. S. J. Person desired that the six Directors elected by the Stockholders should unite and serve with those appointed by the proper authorities.

Whereupon, H. W. Guion moved that the meeting at once proceed to the election of six Directors, which resulted in the election of R. H. Cowan, S. J. Person, W. L. Steele, B. H. Sumner, H. W. Guion and A. R. Homesley.

While the vote was being counted, arguments in favor of C. L. Harriss, Superintendent of Public Works, were heard from Mr. M. London and Col. Robert Strange. Also from Mr. R. C. Badger in behalf of the Governor.

Judge Person offered the following resolution :

*Resolved*, That inasmuch as the Stockholders of this Company, in accordance with the amendment of their charter, have assembled and elected Robert H. Cowan, Samuel J. Person, Haywood W. Guion, Walter L. Steele, Benjamin H. Sumner, and Albert R. Homesley to be Directors on the part of the Company ; and whereas, the said Stockholders have called upon the State of North Carolina to appoint seven Directors as its part, as provided for in the amendment to aforesaid charter, and in response to this request W. W. Holden, Governor, has notified the meeting of seven Directors appointed by him, and Ceburn L. Harris, Superintendent of Public Works, has notified the meeting of seven Directors appointed by him, and which are different persons from those appointed by the Governor as aforesaid ; and whereas, both the Governor and the Superintendent of Public Works claim the right to appoint seven Directors for the Company, the decision of which question now in dispute between the aforesaid officers of the State is, in the opinion of this meeting, a judicial question, and one which the Stockholders of this Company have no jurisdiction or power to determine, but must be left to the judicial tribunals of the State to determine ; therefore, it is directed that this meeting of Stockholders, having done everything on their part required by the amended charter aforesaid, stands adjourned until it shall be determined by the proper judicial tribunal of the State who has the authority or the law to appoint the Directors on the part of the State.

Whereupon, after discussion by Messrs. W. F. Leak and H. W. Guion, the latter offered the following as a substitute :

*Resolved*, That for the purpose of effecting the organization of this Company as contemplated in the late amendments to the charter, this Convention recognizes the appointees of the Governor, viz : Wm. Sloan, Wm. A. Smith, Jas. McDonald, Jno. L. Brown, S. P. Sherrell, J. F. Aydlett and Jos. S. Cannon as the Directors required to be chosen

on the part of the State; and the six Directors elected by this meeting are hereby directed to co-operate with the seven so appointed by the Governor, and they together shall constitute the Board for the management of the affairs of this Company, until their term shall regularly expire.

*Resolved*, That this recognition is made solely for the reorganization of the Company at this, the appointed time, to avoid all controversy; and the Stockholders do hereby emphatically declare that, by their present course, they do not commit themselves to any future action, but reserve to themselves the privilege of hereafter recognizing the appointees of either the Governor or the Superintendent of Public Works as they may deem just and proper.

*Resolved*, That if from any legal cause whatever, the new Board of Directors shall be prevented from taking charge of the affairs of this Company, then the same shall continue under the control and management of the present Board, until any such restricting cause shall be removed.

Stock vote being called for, on motion, the meeting adjourned until to-morrow (Friday) at 10 o'clock, A. M.

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FRIDAY, July 30th, 1869.

Meeting was called to order by the Chairman.

Mr. H. W. Guion's amendment was laid upon the table by a stock vote.

Col. Cowan moved an adjournment until 2, P. M., and requested the Directors to meet at his office during the recess.

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FRIDAY, July 30th—P. M.

Reassembled at 2, P. M.

Mr. French offered the following resolution, which was rejected:

*Resolved*, That this meeting recognize Alfred Dockery, G. Z. French, J. H. Neff, Dan'l L. Russell, Dixon Ingram, T. M. Smith, G. W. Logan, as the Directors on the part of the State in this Company, regularly appointed by the proper authority, according to law; and that the Directors on the part of the Stockholders are hereby instructed to co-operate with them in the reorganization of the Company.

The amendment offered by Mr. Guion in the forenoon session having been reconsidered, a stock vote was called for, which resulted in their adoption.

M. Cronly offered the following resolutions :

That in consideration of the long and faithful services rendered this Company by the retiring members of the Board of Directors, viz: R. S. French, John A. McDowell, S. W. Cole, S. H. Walkup, A. G. Logan, John D. Taylor and J. M. Hutchison, it is

*Resolved*, That the President of this Company issue to these gentlemen a free pass for themselves and families over our road for twelve months next ensuing.

*Resolved, further*, That the Chairman and Secretaries of this meeting furnish each retiring member with a copy of the foregoing resolution.

Which were unanimously adopted.

On motion of Judge French, the thanks of the meeting were tendered to the Chairman and Secretaries.

On motion of G. Z. French, the meeting adjourned until the regular annual meeting in October next.

WALTER L. STEELE, *Chairman.*

M. CRONLY,  
I. T. ALDERMAN, } *Secretaries.*

JULY 30th, 1869.





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PROCEEDINGS,  
CHARLOTTE, N. C.,  
OCTOBER 20, 1869.

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# Proceedings.

CHARLOTTE, N. C., October 20, 1869.

The regular Annual Meeting of the Stockholders of the Wilmington, Charlotte and Rutherford Railroad Company assembled in this city this day, at 12 o'clock, M.

On motion of Dr. Wm. Sloan, Col. Walter L. Steele, of Richmond county, was called to the Chair, and M. Cronly, of New Hanover, and C. J. Cowles, of Mecklenburg, were appointed Secretaries.

The Chairman appointed B. S. Guion and M. Cronly a Committee to ascertain the number of shares present in person and by proxy, which Committee, after verification of the proxies reported that there were

Represented in person .....	1,062 shares
By proxy .....	14,073   “

Making a total of..... 15,135   “

which being a majority of the capital stock, the Chairman declared the meeting organized for the transaction of business.

The Committee further reported that C. L. Harris, Superintendent of Public Works, claimed a representation for the State of North Carolina of 80,000 shares in the deliberations of this meeting, and no certificate having been granted in conformity with the By-Laws of the Company, they had declined to receive and enter said Stock, and asked for the action of the Stockholders upon the question, whereupon a discussion ensued, participated in by G. Z. French and H. W. Guion, and it was decided to sustain the action of the Committee.

The Committee further reported that they declined to receive the proxy from Anson county, no certificate having

been granted, and the party holding the proxy not being a stockholder.

This action was likewise approved by the Chairman.

On motion, Messrs. A. H. Shuford and Wm. Ellis, delegates from Catawba, were invited to seats upon the floor of the Convention.

G. Z. French inquired if the subscription of \$4,000,000 on the part of the State had been received by the company.

Dr. Wm. Sloan, President, reported having received \$500,000, and submitted his report with that of the Superintendent, which was read.

On motion, the report was received and referred to a committee of three.

The Chair appointed G. Z. French, J. M. Hutchison and E. Bryan as that committee.

On motion, adjourned until 3½, P. M.

Re-assembled at 3½, P. M.

Committee upon the report of the President and Directors, submitted a majority and a minority report as follows:

CHARLOTTE, N. C., October 20th, 1869.

A majority of the committee to whom was referred the report of the President and Directors, having considered the same, ask leave to report that they recommend the approval of the course pursued by the President and Directors in not receiving (save a portion for temporary purposes) the bonds issued by the State in payment of her subscription to the capital stock of this company.

Respectfully submitted.

E. BRYAN,  
J. M. HUTCHISON.

CHARLOTTE, N. C., October 20th, 1869.

A minority of the committee to whom was referred the report of the President, beg leave to report that in his opinion, if the subscription of the State is \$4,000,000, or in money and not in State bonds, that the rate at which the bonds should be received in payment of the State's subscription should be decided before any more of them are received; as according to the ideas expressed by the President, it would take, at the present price of North Carolina bonds, nine or ten millions of dollars in bonds to pay the State's subscription, and thereby oppress the people with excessive taxation and raise an opposition to our enterprise that might be fatal to it. I recommend that this meeting do adjourn to meet on some day in November, and that the chairman be authorized and instructed to employ counsel, to report at the adjourned meeting the proper course for the company to pursue in the matter.

GEO. Z. FRENCH.



On motion, both reports were laid on the table by a stock vote.

On motion, the report of the President and Directors, with the report of the Superintendent, were received.

On motion, M. Cronly, J. P. Leak and C. Malloy were appointed Auditing Committee for the Eastern Division ; and W. F. Davidson, W. H. Michel and A. Castner for the Western Division for the ensuing year.

A resolution was introduced that the meeting now proceed to the election of six Directors, when the State was called upon to name the seven appointed by the Governor.

Whereupon, Wm. Sloan, R. C. Badger, John L. Brown, John F. Aydlott, S. P. Sherrell, James McDonald and Joseph S. Cannon produced their commissions under the seal of the State, and were recognized and accepted by the stockholders as Directors of this company.

The following gentlemen having received a majority of the votes cast, were elected Directors by the Stockholders: R. H. Cowan, S. J. Person, W. L. Steele, H. W. Guion, B. H. Sumner and W. R. Homesley.

Mr. A. H. Shuford, of Cawtaba, was then introduced to the meeting, who urged upon the Stockholders the advantages to be deprived from an western extension of the Road, when it was

*Resolved*, That the Stockholders of this Company have listened with pleasure to the delegate from Catawba county, in relation to railroad connections between us and the section of country which he represents, and that the subject be referred to the Board of Directors.

R. C. Badger asked leave to introduce a copy of certain judicial proceedings in the county of Wake ; which was granted.

Col. R. H. Cowan presented the report of the President and Directors under the old organization, when on motion, it was received, ordered to be printed with the proceedings, and one thousand copies furnished for distribution among the Stockholders.

On motion,

*Resolved*, That the next regular annual meeting be held at Wilmington, on the Thursday after the third Monday in October, 1870.

On motion, the meeting adjourned.

W. L. STEELE, Chairman.

M. CRONLY,	} Secretaries.
C. J. COWLES,	



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PRESIDENT SLOAN'S REPORT.

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## President's Report.

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*To the Stockholders of the*

*Wilmington, Charlotte & Rutherford R. R. Company:*

GENTLEMEN: Presuming that the report of Col. R. H. Cowan will present fully the management of the late Board of Directors, for the eleven months over which their control extended, I have but little to present to your consideration but the reports of the Superintendents and Treasurers of the Company. These are herewith submitted.

During the time that it has been my honor to preside over the interest of the Company, the financial condition of the country has not been such as to justify me in disposing of the North Carolina bonds issued to this Company. I have received five hundred bonds of the denomination of one thousand dollars each, and the balance is subject, at any time, to the order of the Company. Of the amount paid over to me as the President, I have made arrangements with Thos. R. Tate and Thos. M. Drury for a temporary loan for debts due to contractors for work done upon graduation and masonry. Their final disposition and propositions relative thereto will fall under the consideration of the next Board of Directors.

WM. SLOAN, President.





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SUPERINTENDENT'S REPORT.

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## Superintendent's Report.

W. C. & R. R. R. COMPANY, }  
ENGINEER'S OFFICE, LINCOLNTON, Oct. 18, 1869. }

*Wm. Sloan, Esq., President of the Board of Directors :*

Having reported fully to Col. R. H. Cowan, late President of the Company, the transactions of the Western Division of the Road for the period of eleven months, ending the 31st day of July, 1869, and a similar report having been made by Mr. W. J. Everett, the Superintendent of the Eastern Division, I have only to add to the reports already made, a statement of the operations for the month of August, to complete the operations of the fiscal year.

Condensing the exhibits as reported, the receipts from transportation on the Western Division have been—

July 31, 1869, For 11 months.....	\$27,947 13
August 31, 1869, for 1 month.....	2,430 00
August 31, 1869, omitted in report....	60 00
<hr/>	
Total received.....	\$30,437 13
Due from Post-office Department....	1,350 00
<hr/>	
	\$31,787 13

The expenditures during the same time have been as follows :

July 31, 1869, for 11 months, on old debts.....	\$15,136 57
August 31, for 1 month, on old debts....	1,380 67
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For old debts on operating & permanent exp'n's..	\$16,517 24
July 31, for permanent structures ....	662 88
July 31, for incidental expenses.....	1,363 20
July 31, for operating expenses.....	\$23,233 28
August 31, for operating expenses....	1,976 70—25,209 98
<hr/>	
For old and new debts, operating and incidentals.	\$43,753 20

On the Eastern Division the receipts from transportation have been from the 1st September, 1868, to

July 31, 1869, for 11 months.....\$161,313 92  
 August 31, 1869, for 1 month..... 15,825 97

Receipts for 12 months..... \$177,139 89

For the same time the expenditures have been as follows to

July 31, 1869, for operating.....\$87,289 90  
 August 31, 1869, for operating..... 9,575 48

For operating expenses for 12 months, \$96,865 38

July 31, 1869, for permanent expenses, \$66,442 56

Aug. 31, 1869, for permanent expenses. 3,535 85

For permanent structures..... 69,978 41

Total..... \$166,843 79

I regret to be compelled to report that the bridge over the Pee Dee River is not progressing as fast as the interest of the Company demanded, or as the terms of the contract required. For the purpose of diverting the trade from Cheraw and controlling and turning the business of Anson and other counties West of the river over the lines of our road, the contract was made so as to secure its completion by the first of November. Several months must elapse after that time before we can hope to derive any benefit from the bridge. In the mean time the object we had in view—the fall trade of Anson and adjoining counties—will have escaped us, and we shall have to compete next year for trade that we ought to have secured this.

Relative to the graduation, both divisions are progressing with as much expedition as the approaching winter and the requirements of the Company demand of its contractors. As soon as the iron can be obtained, the road bed and sills will be ready on the Eastern Division as far as Lilesboro', and perhaps to Wadesboro', and on the Western division as far as Shelby. Beyond these points all traces of the old lines have become obscured by the length of time that has intervened since they were located. In many places it may prove advantageous to make some change in the old location. A corps of engineers have been secured to re-survey, and to investigate the propriety of any diversions from the adopted lines. Very respectfully submitted.

B. S. GUION.

Chief Eng'r and Sup't, W. C. & R. R. R.



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PRESIDENT COWAN'S REPORT.

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## President's Report.

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*To the Stockholders of the*

*Wilmington, Charlotte & Rutherford Rail Road Co.:*

GENTLEMEN:—

At the Special meeting of your body, which was held in Wilmington, on the 29th day of July last, for the purpose of reorganization under the amended Charter of the Company, the following resolution was unanimously adopted:

*Resolved*, That R. H. Cowan, President, and the present Board of Directors shall have until the next annual meeting to close up the affairs of the Company as now organized, and for that purpose they shall retain in their hands all the assets and books of the Company which they now have in possession, and pay and satisfy all the debts and carry out the contracts heretofore contracted or made, and at or before said meeting they shall make a full statement of all their accounts and transactions, and deliver the same to the President and Directors under the new organization, and at the same time transfer to them the books of the Company and all assets and effects which may remain on their hands; and they may appoint any suitable person Trustee for the purpose of holding said assets and paying the debts; and any appointments already made, or assets made to that end, shall be valid and binding on the Company and its agents now and hereafter, to all intents and purposes.

In obedience to this resolution, we have closed our books so far as it has been possible to do so—we have paid all old bonds, and old debts of other kinds against the Company which have been presented for payment; and we now stand ready to turn over to the new organization eleven hundred thousand dollars (\$1,100,000) of the first Mortgage Bonds of the Company—thirty thousand dollars (\$30,000) of North Carolina Bonds—fifty-seven thousand and eleven dollars and sixty-four cents (\$57,011 64,) in cash; and evidences of debt of different kinds to the amount of forty-nine thousand two hundred and sixty-seven dollars and forty-two cents, (\$49,267 42.) On the other hand there are debts still exist-

ing against the Company to the amount of one hundred and fifty thousand dollars, the greater portion of which will not be due until January next. We respectfully ask that you will instruct the new organization to apply such portion of the above named assets to the payment of these debts as may be necessary for that purpose.

The accompanying reports of the Superintendents and Treasurers of your Company will give you the detailed history of the management and operations of the road for that portion of the fiscal year during which it has been under our supervision. We deem it unnecessary, under the circumstances, to do more than refer to these reports, leaving it to the present management to submit such remarks, as in their judgment, the interests of the Company may require.

We submit the following as the "full statement of all our accounts and transactions," since the reopening of the road in July, 1865, required by the terms of your resolution.

The receipts have been as follows :

Cash from James. T. Soutter for 150 N. C.	
Bonds, paid him before the war.....	\$ 91,682 50
Cash from James T. Soutter for 274 N. C.	
Bonds, exchanged and funded .....	177,883 75
Cash from James T. Soutter for sale of iron, with interest.....	10,581 70
Cash from Duncan, Sherman & Co. for 130, and from James Tinker for 15 N. C. bonds, in settlement.....	101,500 00
Cash from James Dawson, for 22 N. C. Bonds,	13,323 60
Cash from G. W. Grice, for 28 N. C. Bonds,...	17,486 65
Cash from J. F. Hoke, for 2 N. C. Bonds, in set- tlement, at par.....	2,000 00
Cash from \$1,400,000 1st Mortgage Bonds.....	996,207 06
" " \$1,000,000 N. C. New Bonds.....	486,057 00
" " Transportation Receipts taken from Treasurer's Annual Reports .....	766,086 94
Cash from other sources, taken from Treas- urer's Annual Reports. ....	57,006 81
Cash from sale of Union County Bonds.....	19,926 22
Cash from notes discounted in New York, paya- ble January, 1870.....	138,737 50
Total Receipts.....	<u>\$2,878,479 73</u>

The expenditures have been as follows :

To cash paid	Anticipation Bonds.	\$128,428	38
" "	Equipment.....	231,482	11
" "	Iron Account.....	208,694	64
" "	Bridges and Trestles	63,818	09
" "	Cross Ties.....	85,586	22
" "	Mechanical Dep't..	166,242	02
" "	Graduation.....	286,594	55
" "	Transportation.....	117,176	02
" "	Stores.....	32,456	49
" "	Warehouses & W. S	21,710	19
" "	Steam Ferry, (includ- ing cost of boat,)	72,129	32
" "	Shops.....	4,468	91
" "	Wood.....	54,380	83
" "	Oil and Waste.....	12,797	47
" "	Engineering.....	9,452	25
" "	Road Department..	109,013	54
" "	Commission Account	56,693	97
" "	Freight and Land Damages .....	10,777	93
" "	Negro Hire (Old Act)	10,226	83
" "	Wharves.....	25,559	10
" "	Expenses.....	69,320	98
" "	Taxes.....	9,706	98
" "	Interest .....	362,880	07
" "	Pay Rolls.....	257,630	25
" "	Attorney's Fees....	3,575	00
" "	Real Estate.....	2,347	60
" "	Stage Line.....	8,487	45
" "	W. R. W. Bridge Co.	58,791	57
" "	Bills Payable.....	173,365	99
" "	Coupon Account..	167,673	34
" "	Cash on hand, (cur- rency,).....	57,011	64

Total Expenditures .....	\$2,878,479	73
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These expenditures may be definitely classified as follows :

Amount paid on Old Debts.....	696,016	75
" " Reconstruction & Extension,	781,896	74
" " Equipment.....	231,482	11
" " Operating Expenses.....	524,825	11
" " Interest, Coms. Coupons....	587,247	38
" " Cash.....	57,011	64

Total.....	2,878,479	73
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The interest account is apparently very large. It is explained by the statement that it includes all of the commissions and interest which we have paid upon our negotiations, of all kinds, since the war, the coupons upon our first mortgage bonds, which have been regularly paid, and the interest upon our anti-war debt, some of which had been running over ten years. As many of these old debts were renewed from time to time, and thus, to a greater or less extent, became mingled with the new, it was found impossible accurately to allot to each class its proportion of the account.

We invite, now, the most rigid scrutiny of this statement. It shows, in a condensed form, every dollar of money which has come into our hands—the source from which it was derived, and the manner in which it has been expended. We have simply to say that it is made up from the accounts of your Treasurers, which have been annually submitted to you, and published—that all of its details are fully set forth in those accounts; and that every payment, large or small, is sustained by its proper voucher, which has been examined and approved by your Auditing Committees, who have so reported to you, from year to year, and received your endorsement. We respectfully ask, if it be deemed necessary by a single individual member of this body, that another Committee shall be appointed, charged with the special duty of auditing this account.

As this is, probably, the very last occasion upon which a Board of Directors, truly chosen by yourselves, will ever have an opportunity of thus addressing you; and, as the most of us have been closely connected with the management of your Company from the day of its organization down to the present time, we desire to place before you a brief retrospective view of its history and its management.

Among the earliest schemes for works of Internal Improvement in North Carolina, sagacious minds had suggested this road as one of paramount importance to the State, yet it was not until the winter of 1854-'55, that it received any recognition, even the slightest, from the General Assembly. And this recognition was given in such form and coupled with

such conditions, that, in the judgment of many, it was thought that the Charter itself would destroy all prospect of the success of the work. While other works of Internal Improvement were engaging the attention of the General Assembly, and receiving its warmest encouragement, and its most liberal aid, this was treated as a subordinate work scarcely worthy even of the most limited succour. Not a single dollar of subscription was made to the capital stock of our Company—at first, not a single dollar of money was loaned to us—the Charter simply promised to the citizens flanking our Southern borders that, if they would unite and first subscribe five hundred thousand dollars, and then grade the road bed, and trestle the swamps, and bridge the streams, and procure the cross-ties, and iron, and chairs and spikes, and thoroughly complete and equip twenty-five miles of the road, and run their engines over it—then the Company itself might issue *its own* bonds, at the rate of \$8,000 per mile, for that twenty-five miles : and farther, that if the Company would then execute a mortgage upon its franchise and its road, and all of its property, presently and prospectively owned, then the Public Treasurer might endorse these bonds in the name of the State of North Carolina. Every single section of twenty-five miles had to be fully completed, and put in successful operation, before one single dollar of the State's stinted aid could be made available to the Company—thus virtually forcing the entire construction of the road upon credit.

The terms of the Charter, as conditions precedent, were deemed so extremely rigorous, that, it was said, some of the members of the General Assembly voted for them with the confident hope and belief that they would not, and could not, be accepted ; and that, thus, while they could point to the adoption of the Charter as evidence of the fact that this section of the State had not been overlooked in dispensing their liberality, they would ensure the destruction of this work of improvement.

Let this be as it may, it was really remarkable that, under such an act, the enterprize should ever have been undertaken at all. At that time, our public highways ran North and South through

the State, principally in the eastern part of the State. There was but little communication between the people of the east and west; they seldom met and mingled together; they were but little acquainted with each other; and were debarred from that mutual support, confidence and encouragement which united wills and combined energies afford to each other. Yet, isolated as they were in their several counties from New Hanover to Rutherford, books were opened for subscription, and in due time the State's Commissioners announced that the first condition was attained—the sum necessary for an organization was subscribed. The subscribers met at Wadesboro' on the 3d day of October, 1855, and assumed the corporate privileges conferred by the Charter; and, thereafter, they earnestly co-operated with each other for the accomplishment of their common purpose; and their energies were the more effectually directed because they were now guided by a central directing head. Books of subscription to the capital stock were again opened; and a soliciting agent was appointed to canvass the different counties. The result was the really liberal aggregate of nearly one and a quarter million of dollars, with the equally generous release of the right of way, with but few exceptions, throughout the entire length of the road.

In the Spring of 1856, the Engineers commenced their experimental survey; but their estimates tended in no wise to elevate and encourage the feeble hopes of the friends of the road, for the cost very much exceeded their previous conceptions. The Board of Directors, however, did not despair of final success. They ordered re-surveys to be made, and estimates to be calculated upon the basis of the most rigid economy. These new estimates enabled them to impart new confidence to the subscribers and induce them to devote their own individual energies to the consummation of the work.—In due season the various sections were let to contract, and our own Stockholders, either singly, or combined in small companies, became the contractors—not at high prices for speculative profits, but at the Engineers' moderate estimates, averaging only from eight to ten cents per cubic yard. In most cases, they not only worked out the stock subscribed by

themselves, but from thirty-three to fifty per cent., and in some cases one hundred per cent., additional ; and for this excess of work they received what are known as the Anticipation Bonds of the Company—agreeing to wait for their payment until the locomotive and train should practically test their work.

On certain portions of the line, especially on the lower portion, where the population was sparse and subscribers few, we were forced to find the cash, and employ contractors from a distance. Other money had to be provided also, for the payment for those kinds of work which our Stockholders were not competent to perform. Engineering, masonry, bridging, trestling, and other calls required continual outlays of money—far more than was or could be collected from our non-contracting Stockholders. As our Company, at that time was viewed with distrust, and your Board of Directors were regarded by many, and among them by some of the shrewdest business men of the State, as battling with an impossibility, the Company, of course, had no credit. The members of the Board, however, came forward in their individual capacity to show their faith by their works ; and uniting their names, and staking their individual means, they managed to procure the funds which were necessary. By this combination of energetic hearts and hands, with no thought and no purpose of self-aggrandizement, one hundred miles of your rail road were completed on the eastern division, traversing, in great part, a wilderness of rivers and bays, and marshes and swamps ; and forty-two miles on the western division, over hills and valleys and rocks and rivers—while a great portion of the residue of both divisions was placed in an advanced stage towards completion.

On the 5th day of July, 1860, our first passenger train left the Company's wharf, at river-side, and traversed a distance of fifty miles ; and at each successive trip thereafter the locomotive advanced farther and farther into the interior, until its progress was arrested, on the 15th of April, 1861, by the convulsive throes of civil war. At that time we had on hand iron and chairs and spikes sufficient to have completed the road to Rockingham on the Eastern Division, and to Shelby



on the Western Division. A few weeks more would have fixed them in their places to contribute to our service; and thus, not only would they have been saved from their ultimate fate of impressment, but they would have added greatly to the capacity of our Company, and contributed to our prosperity and advancement far more than might have been expected from the mere additional length which they added to our road.

When we now look back and call to mind the things once so impressively known, and yet now scarcely remembered—the many trials and difficulties, impediments and obstacles which we had to encounter—the great incredulity with which our pioneer labours were viewed—the lowering clouds which so often threatened to blast our warmest hopes; and, in the midst of all, the utter want of credit, rendered still more oppressive by the great financial crisis which convulsed the whole country in the Fall of 1858, and threatened to overwhelm our feeble Company at a most critical juncture of its existence—the achievements attained are almost such as to stagger belief itself. Although, for a long time, our Company was repulsed from the discount boards, yet its name, endorsed by its Directors, prior to the war, was never protested or dishonored. This uniform punctuality, accompanied by the fact that a substantial railway had been established in the midst of the wilderness—thus realizing the dream of the *visionaries* as the sanguine friends of the road had been called—secured for the Wilmington, Charlotte & Rutherford Rail Road Company a standing which others, more highly favored, might justly have envied. None stood higher, for the same energy and determination which had accomplished this triumphant result, was still visibly manifest throughout the whole length of the road, from the Pee Dee to Charlotte, and thence to Rutherfordton. It seemed as if the critical period was passed, and all danger was over; and the consummation of our hopes already certain and almost within our grasp. But, suddenly, the whole scene was entirely changed. A martial epidemic overspread the whole country. The mason's hammer ceased to ring—the contractor's tools followed his teams, and his force, to the field—



a scathing blight came over the land, and its paralyzing influence is still experienced and lamented as well by corporations as by individuals. But for this calamitous visitation, the whole road would have been completed within eighteen months from the time of its suspension.

Up to this time the course of the Company and the conduct of the Directory had been approved by all parties throughout the State, from the highest to the lowest; and the Stockholders themselves, in their re-elections and otherwise, had frequently attested their unbounded confidence in the capacity, integrity, and fidelity of its members. We owe it to ourselves, now to enquire what, if any thing, has occurred in the administration of its affairs, since this period of the necessary suspension of the work, so to impair the general confidence in the Company and its Directory as to suggest the propriety of altering its organization.—When those who have successfully conducted this Company through its fiery ordeal are laid aside, and others are substituted in their stead, who, to say the least of it, are total strangers to its troubles and necessities, it is due to them that the world should know that the change was not required because of a dereliction of duty on their part, or a loss of confidence on the part of the Stockholders.

In the beginning of the war this Company, considering the short time it had been in actual existence, was well equipped; and ample provision had been made in anticipation of its rapid extension. It owned

- 7 Locomotives,
- 3 1st Class Passenger Coaches,
- 3 2d       “               “
- 40 Box Cars,
- 45 Platform Cars,
- 4 Cattle       “
- 2 House       “
- 12 Gravel     “
- 17 Section and Crank Cars.

And, with this equipment, it performed arduous and profit-

able service during the whole of the war—or such as would have been exceedingly profitable if the results of our labours could have been preserved to us. When the war closed, however, the condition of the Company was vastly different from this; and it is necessary that you should be fully informed of its condition at that time, in order that you may appreciate the labor which your Board of Directors were called upon to perform. This information has been given to you from year to year, in our usual annual reports; and it will be necessary for us to report much of what has already been communicated, in order that you may have the whole situation clearly and connectedly before you. We earnestly beg that you will give it your attentive consideration.

The equipment of our Company, particularly the rolling stock, without which the road was valueless, was almost entirely destroyed. The most of it had been taken from us by impressment, during the war; and the little that was left, by constant and severe usage, had been rendered almost unfit, and certainly unsafe for use. We did not own the machinery by which the necessary repairs were to be made; and we could not, by any means in our power, obtain either the necessary tools or material. Being a side road, not directly tributary to the purposes of the government, we could get no assistance whatever from the Confederate Authorities—not even the customary detail of men to work the road and keep it in order. We were compelled to rely entirely upon ourselves; and thus it happened that our road bed was actually in a dangerous condition, and we had but one single Locomotive which could be used. With that single Locomotive, which was not in good order, our whole work was done for months after the surrender.

On the Eastern Division, the evacuation of the town of Wilmington caused the removal of the iron from many miles of our track and a portion of the iron was entirely lost. The bridge over Livingston was burned, either by accident or by an incendiary. All of the trestle-work from this point up to Tumberton, including that over two extensive swamps, was

destroyed by the Confederate authorities—so also was our steam Ferry Boat, which had been saved at the time of the capture of Wilmington, and carried to Fayetteville; and the work of destruction was completed by the army under the command of General Sherman, which burned and destroyed portions of the track, and all of the bridges and trestle-work, warehouses and water stations, depot buildings, work shops, stationary machinery, and material and supplies of all kinds, from Lumberton included, up to the head of the road. Some few of our locomotives and several cars were partially or wholly destroyed in the burning of the shops, and upon the line of the road; and, to sum up the list of our disasters in that thorough, dishonorable, and disgusting search after hidden treasures, which Sherman's army seemed to have been trained to institute, our offices were forcibly entered, and many of our valuable papers were wilfully destroyed or recklessly scattered and lost.

On the Western Division the damages to the Company were not so direct as on the Eastern, but they were quite as disastrous, and resulted in the total destruction of its capacity for profitable business. The excellent bridge over the Catawba river, nearly new and built at a very heavy expense, was burned by General Stoneman's forces on the day after the surrender of Johnson's army,—the trestle-work had all to be renewed, the cross-ties were rotten, the road bed was in bad condition, and the equipment worn out. Taking it altogether it was unsafe for use; the transportation of freights and passengers was attended with far more cost than profit; and the road was operated only in obedience to that recognition of the claims of the public which the Board of Directors has always admitted.

Besides this dilapidated condition of the road and machinery, and this heavy loss by the impressment of our rolling stock we were subjected to still further loss by the unwise and unnecessary impressment of much valuable material. The iron which we had purchased, and had on hand, together with the necessary chairs and spikes, to complete the road from Old Hundred to Rockingham, on the Eastern Divi-

sion, a distance of twelve and a half miles, and from the end of the first section on the Western Division, to Shelby, a distance of twenty-nine miles, were purchased on a credit, and were to have been paid for out of the bonds of the State, when the second section was completed and the bonds received. But these materials, or at least sufficient of them to have laid twenty-five miles of track, were impressed by the Confederate Government, by the authority, and with the consent, of the State Government; and so the section was never completed, and the bonds were never received. But the debt was left upon our shoulders, and had to be paid after the close of the war, while we had nothing upon the face of the earth to pay it with.

In addition to these heavy losses occasioned by the war, we have to record the still heavier loss which followed among the *blessings* of peace. The profits accruing during the four years of the war—earned by the hardest kind of labor—and the almost total destruction of our road-bed and rolling stock, together with the value of all the materials which were impressed from us, and the sums due on individual accounts, and on account of capital stock, amounting in the aggregate to over one million of dollars (\$1,000,000), not counted in Confederate currency, but at gold rates—these amounts were all lost to us by the failure of the Confederate Government, and by the mistaken and disgraceful act of repudiation by the State of North Carolina; and thus it happened that your Board of Directors were left at the close of the war with an extraordinary debt hanging over them, created under extraordinary circumstances, and bearing some five years' interest, with a road almost entirely destroyed, and requiring to be rebuilt, without equipment, without one single cent of money, without a dollar of available assets on which to base a negotiation, and without credit of any kind, except such as was derived from the individual character of the members of the Board. And the difficulties of the situation—great as they intrinsically were, insurmountable as they appeared to be—were largely enhanced by the conduct of the State of North Carolina, paying no interest, making no provision for its ultimate payment, seeming not to

care whether it was paid or not; and yet, recklessly and indefinitely extending her obligations. The discredit thus thrown upon the State, so closely are they allied, impaired the credit of every corporation, and, unless counteracted by private influences, of every citizen within her borders. The task, then, which was imposed upon your Board of Directors, to meet the public necessity which required that the road should be reconstructed and completed, was truly one of herculean proportions.

The first effort made by the Board resulted in the passage of an act by the General Assembly, "authorizing and directing the renewal of four hundred and thirty thousand dollars of State bonds" in the hands of the Company, which were valueless, by reason of the fact that they had been issued during the days of the Confederacy, and were made payable in good and lawful money of the Confederate States. It was hoped that the proceeds of these bonds would enable us to pay at least that portion of our ante-war debt which was due in the city of New York, as well as the new debt which we had contracted for reconstruction and equipment; and thus, re-establishing our credit, enable us to make further negotiations for the benefit of the road. North Carolina bonds were quoted at eighty-six cents, and the friends of North Carolina in New York assured us that, just as soon as we resumed our *constitutional relations* with the General Government, North Carolina credit would stand as high as it had ever stood. It would seem, therefore, that our hopes and expectations were not ill-founded; but we had not anticipated the financial policy of North Carolina; we had not felt the operation of that shrewd financial regulation which, quoting bonds at eighty-six cents on the dollar, only paid for them about from fifty to fifty-five, unless they happened to bear from thirty to forty per cent. of coupons; and, above all and beyond all, we had no idea of the amazing distance which we would be required to travel, and the destructive sacrifices which we would be required to make before our constitutional relations would be regarded as resumed.



The result of that whole operation, then, was this : For an unreasonably long time the Stock Board of New York refused to admit any new North Carolina bonds upon their call list, or to recognize them as a good delivery, because, so far as we could understand their reasoning, they were not quite sure but that the General Assembly, which authorized their issue, was still in a state of rebellion. It was a long time, we say, and it required great labor and a good deal of expense to change this ruling of the Stock Board. In the meantime the credit of North Carolina depreciated so rapidly that when the bonds could be sold at all, the proceeds were not sufficient to pay even that portion of our New York debt which was contracted, *before the war*, for that very iron which North Carolina impressed *during the war*, and refused to pay for *after the war*. And yet they were sold as advantageously as any North Carolina bonds were sold at that time.

This failure of our hopes was a sad misfortune for the Company ; but it was the result of a combination of circumstances which no human being could control. It can not be said, however, that the result was entirely unforeseen, or that your Board of Directors failed to give you timely and repeated warnings of the danger which threatened us. In our report to you made in January, 1866, we submitted an estimate of the cost of completing the road, based upon the Engineer's original estimates. We also submitted a statement to show the possible ability of the Company to meet that cost ; but in explanation of that statement, and to show the dangerous tendency of the policy which, even at that time, had been somewhat discussed in various parts of the State, we used the following language :

“ But, in the present condition of public affairs, considering the impossibility of controlling labor, the depreciation of the currency, and the consequent high price of all the material which we require, these original estimates will be increased at least seventy-five per cent. This will make the deficiency about \$1,800,000, which is entirely beyond the present means of the Company.

“ It will be observed, also, that no allowance has been made in these calculations for discount upon North Carolina Bonds. If wise counsels shall prevail with our Legislators, and they



shall have due regard for the fair fame of our State, which cannot be preserved while her credit stands impeached, it is the opinion of those who live near the heart of the great money market of the country, and who are familiar with every beat of its pulse, that her credit will stand as it stood before the war. In that event, the discount will not produce a very serious loss. But, if it be otherwise, and the depreciation of North Carolina Bonds shall continue even to approximate that which now exists, it will prove fatal to all hope of completing the road for the present.

“Influenced by these considerations, your Board of Directors decided, in August last, not to attempt the prosecution of the work at that time; but to await further developments. The improvement in the condition of public affairs has not been such as to remove the difficulties and uncertainties which then deterred us; and we still think that an attempt to complete the work will result in wasting our means without accomplishing our object.”

And again in our report of October, 1866, after quoting the second paragraph of the above, we used the following language, and made the following recommendations which were adopted by your body:

“We regret to be compelled to say, now, that these wise counsels did not prevail; that our reasonable expectations were not realized; but that the depreciation of North Carolina securities continued until they were reduced so low as to deprive us of all hope of receiving any benefit from them beyond the payment of the debts for which they were pledged as collateral. Nor do we see anything in the public sentiment to give hope of improvement for the future. The utter neglect of any provision by the State, for the payment of her interest—the uncertainty which hangs over her future intentions—and the continued and exceedingly unwise talk of repudiation, have made it certain that, for a very long time to come, her bonds cannot bear their true value in the money markets of the country. It becomes then a grave and important question for this Company to consider, whether it would be good policy to make those additional exchanges with the State, to the extent of from twelve hundred to fifteen hundred thousand dollars, which we are allowed to make under the charter; or whether we shall look to some other source for the means which are necessary to continue and complete the road, and pay off the liabilities which now embarrass it. We unhesitatingly recommend the alternative proposition. The bonds of the Company are worth more

than the bonds of the State. They can be made to command more in the money markets of the country ; and we think it unnecessary, and would be unwise to involve the State for any additional debt, when it would be clearly so unproductive of any good whatever.

"If we should resolve, then, upon the surrender of this privilege, which was so generously granted to us by the State, which was so valuable at the time when it was granted, and which it is so important to the State should now be surrendered, we submit that there are two methods by which the means can be realized to carry out the great object of our corporation. The first is by an entire reorganization of the Company in the hands of other owners ; and the second, by the permission of the General Assembly for the Company to make a mortgage of the road, and all its property, reserving to the State the rights of a second mortgage.

"The first of these methods has become, in the Northern cities, quite a favorite mode of reconstructing the dilapidated roads of the country, and has been successfully applied to several of the roads of the West and South-West ; but it ensures the loss of the stock of the original subscribers, and jeopardizes the interest of the creditors ; and we could not, therefore, recommend it, except as a last resort. Neither is our condition such as to render it necessary. We, therefore, recommend the adoption of the second method, which we believe to be so clearly to the interest of the State, as well as the Company, as to ensure that an application to that effect, to the General Assembly would be readily granted."

In accordance with this recommendation, and in obedience to a resolution of instructions from the Stockholders, application was made to the General Assembly, which resulted in the passage of an act authorizing the issue of four millions of dollars of first mortgage bonds, reserving to the State the right of a second mortgage only. The bonds were issued, and the mortgage was executed. We thought, now, that we had plain sailing before us. The results of our previous effort, though they did not answer our expectations, were nevertheless of considerable advantage to the Company. They gave us a road in working order, if not in good order. We had procured some equipment, though not sufficient for the requirements of the freight which was offered to us, and we had some income, although it was totally inadequate to

the heavy debt which oppressed us. We had reason to believe that these bonds could be sold at prices more than sufficient to pay off every dollar of our debt, and complete, and fully equip our whole road. We were so advised by those in whom we trusted, who were familiar with the operations of the capitalists of the country, and the reasons and motives which generally control those operations. But we were again deceived. We had not yet learned to appreciate the situation. We had no idea of the number of dragons which were scattered along our path, lying in wait to take possession of us, or to destroy us. We could not conceive of the fact—nay! we cannot now take it in—that the most ferocious and venomous of those dragons were to be found among our own people, who ought to have been the friends of the road, and struggled with us for its successful completion.

As we have previously reported to you, we sold one million dollars of these bonds as soon as they were endorsed; but so much time had elapsed, and such was the stress for payment of debts long due, that the proceeds were applied principally in that direction, and not to the building of the road; but we could sell no more at that time. The first difficulty which met us arose from the *amount* of the mortgage—\$4,000,000. It was thought to be too large. We could not get others to estimate the road at the value which we knew it to possess; and, as it was our own error—an error into which we had been led by good reasons—we immediately proceeded to correct it. The mortgage was reduced to \$2,500,000, at which it now stands, and which would have been sufficient to complete the road to Rutherfordton, but not to the Tennessee line, if it had not been for outside interference. This reduction of the mortgage was confirmed by the action of the Constitutional Convention of 1867-'68.

The next important difficulty with which we had to contend, arose from a report, which had been industriously circulated among the capitalists of the North, to the effect that the Constitutional Convention, then about to assemble in obedience to the reconstruction acts of Congress, would certainly repudiate the acts of all the Legislatures which had assembled in the State after the date of the ordinance of secession, and

prior to the date of the assembling of that Convention. We have never been able to ascertain by whom this report was started, and can only conjecture its purpose, but we do know that it proved a death blow to all of our prospects. It was from the Legislature of 1866-'67 that we derived the power to issue our first mortgage bonds. If the acts of that Legislature were to be declared invalid, then our mortgage was void, and our bonds were valueless. True, the proposition was an enormous one; but men had become accustomed to enormities of all kinds, emanating from those peculiar Conventions which were charged with the important duty of reconstructing the South. Its enormity, therefore, did not prevent its general circulation, and its reception, in many places, with credence; and, though capitalists were satisfied that such an ordinance of repudiation could not be sustained in the courts of the country, yet they were unwilling to purchase the bonds lest they might be purchasing a law suit. This report, therefore, whether it was true or false, whether it proceeded from good motives or bad, put an end to all negotiations which were then pending for the sale of our bonds, and forced us to go before the Convention itself, and obtain from it such an endorsement as would set at rest all such reports forever. Accordingly the Convention was properly approached, and we obtained the endorsement contained in the ordinance which was reported to your body at its annual meeting in Oct., 1868. We annex a copy of the application, *and the only application*, which we made to the Convention.

Having, now, the full endorsement of all the Governments—legal and illegal—which had ever existed in North Carolina, having established the character of our Company, and the validity of our securities, beyond all question—it was hoped that we might proceed, without molestation, to establish the *value* of these securities, to get them recognized by the Stock Boards of the country, so that they could be bought and sold in the regular way; and so that we could devote our entire energies, and all the capacity which God had given us, to the accomplishment of the work for which we had been labouring so earnestly and so long. But it was not to be.



There were dragons still, which beset our path, and rendered our progress slow and difficult.

There was the patent fact that the Congress of the United States, while it *talked* reconstruction and *voted* reconstruction, did not actually mean reconstruction except upon a basis which perpetuated its power. There was the national bad faith, which subjected the States of the South, even after they had been received into the Union in accordance with the provisions of the reconstruction acts, to a kind of mongrel government—part civil and part military, part republican and part thoroughly despotic—which tended to paralyze their energies, to curtail the bountiful productive capacity which God has given them, and utterly to destroy their credit. There was the quarrel between the President and Congress, with all the distress and uncertainty, which it necessarily produced in the political and financial world, which have been felt throughout the whole country, and which will continue to be felt, and sorely felt, for many long years to come. We do not allude to these things in any partizan sense, for any political purpose whatever, but we allude to them to say,—what every man of every party must acknowledge, what every government of every State in the South, and every management of every corporation sorely feels to-day, and has felt for several years past,—that they produced a condition of things which was not anticipated, either at the North or at the South, which rendered it impossible for any Southern security to command its proper value in the money markets of the world, and which made it a matter of absolute necessity that a work like ours, unestablished in its credit, unfinished in point of fact, and dependent for its value upon future contingencies, should wait upon the progress of events, and expect complete success only upon the permanent settlement of the status of the South. We could not *force* the sale of our bonds except at a ruinous sacrifice, and we were not able to make that sacrifice.

And then again, there was the shuffling policy of the State of North Carolina—political and financial—her reckless extravagance of expenditure and appropriation—her many

promises so freely given to her bond-holders, and so often violated—her uncertainty of action, and her indifference as to the depreciation of her credit, which rendered it unsafe, if not impossible, to make any calculations of the value of her securities—all of these things combined to create a general distrust, and an intense disgust which closed the ears of many of the leading capitalists of the country to every financial proposition which came from within her borders.

And then, again, there was the combination of moneyed men which was formed against us, who labored zealously and unceasingly to place us in such a condition as would force a sale of the road under a foreclosure of the mortgage,—so that they, through their unlimited command of means, might become the purchasers at a ruinous sacrifice to the Stockholders and to the creditors of the Company. Every little report, which had a tendency to impair our credit was industriously circulated to our prejudice—trifles, light as air, were seized upon and magnified into matters of importance. They knew—none better than they—that credit, like woman's virtue, was tender and sensitive, and must be preserved above suspicion; and so the breath of defamation could destroy it forever.

And then, again, there was the political crusade which was inaugurated against us, because we dared to exercise that inestimable privilege which is dear to freemen and formidable to tyrants only. Caucus after caucus was held in the city of Raleigh for the sole purpose of calculating the probabilities of turning us out of office and turning somebody else in. It was said that the Governor of the State attended those caucuses, if he did not preside over them; and his official character gave a strength to the movement which affected the Company with serious injury. The news that these caucuses were held, and the report of what they did, were known in New York almost as soon as they were known in Raleigh, and capitalists very positively and very wisely concluded that they would not invest in the securities of an unfinished road, having, to a certain extent, a contingent mortgage, until it was permanently settled who was to manage the funds.

And, last but not least, there was the appropriate culmination of all the efforts which had been made to defeat us in the task which the Stockholders had imposed upon us, and to remove us from the position in which the Stockholders had placed us, and in which, it was reasonable to believe, they desired us to remain—in the bill which was seriously introduced in the General Assembly of North Carolina, and which passed the Senate, which actually proposed to divide the road; and thus, practically, to destroy the mortgage upon which the value of the bonds we were striving to sell was entirely dependant. The interests of the Stockholders; the interests of the bond-holders; the interests of the Company itself; the demands of law, and justice, and common sense, and common honesty were all to be set aside so that certain parties might obtain the control of the road which they had so long desired to obtain. In the face of such opposing obstacles as these; in the face of such all-unutterable stupidity, AND WORSE, the wonder is not that we could not sell all the bonds, but that we were ever able to convert a single dollar of them into cash.

These are the difficulties, gentlemen Stockholders, which have opposed us, at almost every step, in the prosecution of your work since the close of the war, which have delayed us, disheartened us, and almost defeated us. If you have given any attention to the accounts of our stewardship, which we have rendered to you, year after year, you cannot complain that you have not been advised of them. While we have placed before you the bright hopes which we have sometimes indulged, we have warned you, in unmistakable language, that those hopes could not be realized until there was a permanent settlement of the political condition of our country. We have already quoted from our reports of January and October, 1866, sufficient to show what our sentiments and our fears were at that time. We quote now from the remainder of our reports. We said in our annual report for 1867 :

“When the Union shall have been reconstructed—when



political agitation shall cease—when peace and quiet shall be restored to the land—when labor shall become subordinate to discipline—when business shall flow back into its accustomed channels, and prosperity shall again reward the industry of the people—all of which are certain, and present only a question of time—then, and not till then, we may look for the certain, early and complete success of our enterprise.”

We said, also, in our annual report for 1868 :

“ Thus we have an ample assurance that the road has become a public necessity ; and that it can be, and must be, and will be, built as soon as there is anything like a permanent settlement of the political troubles of the country. Until this permanent settlement, which we all so earnestly desire, has been accomplished, the Stockholders of this Company must learn to possess their souls in patience.”

And now, gentlemen, earnestly exhorting you to strengthen the hands of the President who has been selected to manage your affairs—to give him your trust and confidence and support in all of his labors to advance your interests ; and to make proper allowances for the overpowering circumstances which will surround him as they surrounded us, and will control him as they controlled us—we say to you now, in this, the last annual report which we shall ever have the honor to address you, what we said to you in our annual report for 1866 :

“ This is no time for idle jealousies, or selfish schemes, or political intrigues. You have a great work to accomplish, which will require all your energy and all your intelligence. You must approach it and deal with it as business men approach and deal with all matters of business, or else it will result in the loss of your stock, the failure of your road, and the ruin of the country which it was intended to improve. If your officers have not discharged their duty, turn them out and replace them by men who will ; but, if you consent to retain them in office, do not add to the embarrassment which the lamentable results of the war have made so trying as almost to become disheartening.”

And thus, through every single one of our annual reports, we have conveyed to you the opinion which we have always entertained, and which we suppose must have been entertained by every reflecting man among you—that a work of the magnitude of ours, which had been so thoroughly disabled by

the results of the war, could not be completed until peace, and quiet and confidence, and political certainty, and a healthy condition of business were restored to the country.— We entertain precisely the same opinion now. We see nothing in the signs of the time to incourage the hope that your Company will be any more independent of the political situation of the State and the Country in the future than it has been in the past; and we say to you, without hesitation, that you must learn to exercise such patience and wisdom as will enable you to bide your time. We do not claim to be free from the liability to err; but in reviewing our whole course, and with all the lights of four years hard experience before us, we see nothing that we could have altered under the circumstances as they existed at the time, and the only error which we have committed is one which we have shared in common with every honest and patriotic mind in the country. We did not suppose that a great Government, which had solemnly determined upon the reconstruction of the Union, and which had expended four years of blood and treasure to accomplish it, and which had the power, in the most unlimited sense, to accomplish it at any time, upon its own terms—we say we did not suppose that this great government would permit it to be so long delayed, much less that it would expend four years more of treasure, and fraud, and falsehood to prevent it.

We come, now, to the closing act of the drama—the enactment of the two bills which constitute the amendments to the charter under which the Company is now reorganized. We desire that all which we had to do with the passage of these two acts shall be placed before you and made a matter of record.

We determined not to approach this General Assembly for any assistance for our Company, because we believed that it was unnecessary, and that the State was not in condition to make appropriations for any purpose. Accordingly we did not go near the capitol, nor communicate with any of the

members, until the bill to divide the road had been introduced, and had passed one branch of the Assembly. We knew that it was our duty to defeat that bill if possible; and, therefore, some of us proceeded to Raleigh to do all which we could do to that end. On our arrival in Raleigh, we found that the dominant party were determined to pass this bill, or some other, which would place the control and the patronage of the road at their disposal; and, although we knew that we could defeat, before the Stockholders, any bill which they could pass before the Assembly, yet we also knew that this would not be the end of it, and, while conflicts of that kind were going on, that the interests of the Company would greatly suffer—perhaps to its ruin. Besides this, we were placed in an exceedingly delicate position, for we did not wish to have even the appearance of subordinating the interests of the Company to our own interests, or to our own wishes. We, therefore, approached some of the leading members of the House, and, frankly telling them our position, and the consequences which might ensue, we handed them the memorandum of a bill containing the very least the Company would accept under the conditions which we knew the General Assembly would impose upon us. We told them, positively and repeatedly, that we had not come to Raleigh to ask for the passage of this bill, or any other bill—that we had not asked for any appropriation from the State since the war had closed—that we did not think the State ought to have made any appropriations until her credit had been properly established—that, as citizens of the State, we were opposed to all the appropriations then pending before the General Assembly, including that for our own road; and that, if we were members of that body we should vote against them all; but—and we think we quote the very language which we used on the occasion—*since they were determined to pass some bill affecting our Company, so as to place it under the control of their own party, we had to say to them that, if they would pass an honest bill, honestly intended to complete the road, we would not stand in their way.* We make no claim for any credit which attaches to the pas-

sage of the bill, except for putting it in the best possible shape for the Company, and we assume none of the responsibility.

We deem it proper to state in this connection, in justice to the gentleman who had special charge of the bill before the Assembly, that he did all which he could do; outside of the principal object of placing the road under the control of the Republican party, to make the bill as liberal as possible to the original Stockholders, and that he attempted even more, which the sentiment of his colleagues would not permit him to accomplish. The bill was not passed in the shape which we preferred. There were several provisions stricken out, which we thought were of importance to the Company, and would have been better for the State. Such as it is, however, it has been accepted by the Stockholders—it now forms a part of our charter—the Company has been reorganized under its provisions—the new board of Directors have been elected, and have organized, and taken full charge of the affairs of the Company. We extend to that new board of Directors our heartiest good wishes for the full realization of all their expectations. So far as their policy has been developed, we cordially approve it; and, so long as that policy shall be pursued, or any other policy which tends to the advantage of the Company, we promise to co-operate with them, and labor as earnestly and zealously in the common cause as we have heretofore labored when the cause was all our own.

We desire to say, in conclusion, that, while we have thought it due to ourselves to publish this full statement of the causes which have embarrassed us at every step of our progress, we do not intend to be, and we trust we shall not be thought to be, personally offensive to any one of you. We have served you a very long time—we have enjoyed your confidence to an unusual extent—our intercourse has always been satisfactory, pleasant, friendly—the bonds which have united us have been something more than the bonds which commonly unite business men. We should grieve to think that these bonds were to be severed. We should rejoice to

think that hereafter they were to be strengthened and made perpetual. We desire that peace and good will shall exist between you, collectively and individually, and each and every one of us, throughout the entire future of your Company, as they have always existed in the past.

We retire with a sincere expression of our best wishes for your prosperity and success.

Respectfully submitted, by order of the Board of Directors.

ROBERT H. COWAN,

President.

CHARLOTTE, N. C., Oct. 20th, 1869.



[A.]

## TO THE DELEGATES OF THE CONSTITUTIONAL CONVENTION.

The Wilmington, Charlotte and Rutherford Rail Road is completed and in running order a distance of 148 miles.

It is graded and substantially ready for the superstructure a distance of some 50 miles further.

It has cost, in gold, or at ante-war prices, . . . . . \$3,600,000

It would cost to-day, in currency, . . . . . 6,000,000

This \$3,600,000 used in the construction and equipment of the Road was obtained as follows :

Amount loaned to the Company by the State of North Carolina . . . . .	\$2,000,000
Amount paid on subscriptions to Capital Stock . . .	1,200,000
Amount borrowed since the war, constituting its present floating debt . . . . .	400,000

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Total . . . . . \$3,600,000

The \$2,000,000 received from the State was not a donation, nor a subscription, but a *strict loan*.

The State declined to aid this Company, as she had aided the other Rail Road enterprises of the State, by a subscription to its capital stock, and consentsd only to make a loan to the Company by giving the Company the bonds of the State, and taking from the Company in exchange an equivalent amount of the Bonds of the Company, secured by a mortgage upon the entire property and franchise of the Road. In pursuance of this contract, ratified by various acts of the General Assembly, the State gave the Company \$2,000,000 State Bonds, which were sold and the proceeds expended upon the Road, and the State received in return \$2,000,000 of the Bonds of the Company, secured by mortgage upon the Road and its entire property.

Soon after the close of the war the Company was obliged to incur a floating debt to replace the equipment, rolling stock, bridges, &c., which had been destroyed by both the Federal and Confederate forces, just preceding the close of hostilities.

To enable the Company to pay this debt and to furnish the

means for completing the Road from Wilmington to a junction with the Western North Carolina Road, now in process of construction to Ducktown, in Tennessee, the State, by Act of General Assembly, ratified December 20th, 1866, waived the priority of its mortgage, and permitted the Company to place upon its entire Road, built and to be built, (272 miles in length,) a first mortgage of \$4,000,000, the State reserving to itself the "right of a second mortgage only."

This first mortgage was executed, recorded and delivered, to LeGrand Lockwood, Joseph Stuart, and Philo. C. Calhoun, Trustees, of the City of New York, and Bonds secured by this mortgage were issued in accordance with its provisions.

At the time this mortgage was executed, it was supposed that these Bonds could be negotiated at fair rates, and means be thus furnished to the Company for paying its debt and prosecuting its work. But the distrust which prevails against all Southern securities, and the anomalous position of North Carolina, financial and political, has rendered it impossible, to negotiate the Bonds, either at the North or in Europe, at any price which the Company could afford to accept. All the Bonds, therefore, secured by this first mortgage of \$4,000,000, are in the hands of the Company, except such as are hypothecated for its floating debt.

But, about \$1,200,000 of these Bonds are hypothecated for this floating debt of \$300,000, and the creditors have already notified the Company that they cannot extend the loans when they fall due. Some small amounts have already matured, others will mature shortly, and almost the entire amount will mature before a new Legislature can possibly assemble under the Constitution to be framed by this Convention. When these loans shall mature, the collaterals which are deposited for their security will be sold in the market, according to law and custom. The Company cannot bid for them, because, if they had the money to buy the collaterals, they would have the money to pay the debt. The public, at large, will not buy them then, for they will not buy them now; and so, they will be bought by the creditors of the Company at such prices as they may choose to pay. In this way, perfectly legitimately, those 1,200,000 dollars of Bonds may become the property of the creditors of the Company in payment of a debt of \$300,000. Without some relief, therefore, these \$1,200,000 first mortgage Bonds are in danger of being sacrificed: and, in the event of a subsequent foreclosure in the Federal Courts, the State would be compelled to lose its entire interest of \$2,000,000, in the Road, to protect it by redeeming these \$1,200,000 of Bonds at their par value.



This result has been produced by the condition of the times, which has embarrassed all of the corporations, as well as the citizens, and the State of North Carolin. To avoid it, the Company asks the State to endorse \$1,000,000 of its first mortgage Bonds, and, as an equivalent for this, the Company proposes to reduce this first mortgage from \$4,000,000 to \$2,500,000, leaving the latter amount only before the second mortgage of the State instead of the whole \$4,000,000 as at present.

The Company does not ask the State to incur any increase of indebtedness by a further issue of Bonds. It only asks for the credit of the State in the endorsement of \$1,000,000 of its Bonds.

The State is simply asked to lend its credit in an endorsement where there is no rational probability, or scarcely possibility, that it will ever hear from it again, for the net earnings of the Road, in its present unfinished condition, and for the past unprecedentedly disastrous year, were much more than sufficient to pay the interest upon the \$1,000,000 Bonds which it asks the State to endorse.

On the other hand, by so lending its credit, the State cancels \$1,500,000 of the mortgage standing before its own; it saves the \$2,000,000 which it has in the Road from sacrifice; it saves the \$1,200,000 capital stock contributed and paid by the people of North Carolina; and it enables the Company, in the prosecution of its work, to scatter some half million of dollars among the people of North Carolina.

Now the important question to be considered is this: What is the interest of the State in this Road worth? Is it worth saving? Has it been of any value, or is it likely to be?

The answer to this question is that the Company has already paid the State for interest on this loan of \$2,000,000 the sum of \$774,250. According to the report of the Public Treasurer, it has paid the entire amount which has accrued for interest on this loan from the date of the issue, under the act of 1858, down to October 1, 1867, except \$187,500, and against this default of interest the Company has an equitable offset of \$156,000 for iron, which the Company had bought and paid for, but which was seized by authority of the State during the war, against the protest of the Company, and which was used in repairing other roads, and for which the Company has never received a dollar.

It will thus be seen that the Company continued to pay interest to the State long after the State defaulted in the payment of interest on the Public debt. In fact the Company has paid the State for interest on its loan over \$500,000 more

than the State has paid in interest upon the Bonds which it gave the Company. It is true this unpaid interest on the State Bonds remains as a debt against the State. But had the State continued to pay its interest as the Road did, the interest now overdue, and unpaid on the Public debt, would be reduced to a small and easily manageable sum, and the Company would not then have been reduced to its present embarrassed condition, for, with the Public Faith intact, there would have been no difficulty in negotiating the Company's Bonds.

On the other hand, if the Company had not been obliged to pay this interest to the State, but could have had it to expend upon the construction of the Road; in other words, had the money received from the State been a subscription to the Capital Stock, as was the case to all other Roads, instead of a loan, the Road would now be, not only unburdened with debt, but would have been constructed nearly or quite to Charlotte.

It will thus be seen that the State has already received from its loan to this Company more than *three-fourths of a million dollars*. There can be no rational doubt that the interest will be as promptly paid in the future, as soon as the industrial prosperity of the State is restored. Can it then be a question whether this loan of \$2,000,000 be worth saving?

This brief statement of facts the President of the Company has felt it his duty to lay before the Convention, and to submit to their action the Ordinance which has been reported by the Committee.

Had it been an ordinary case of legislation which could have awaited the assembling of the Legislature, he would not have intruded it upon the attention of this Convention. But the danger was such, and the exigency so great, that he did not feel at liberty to withhold from the knowledge of the Convention the facts above stated, and with this statement, he respectfully submits the decision and the responsibility of the subject to the wisdom and discretion of this body, and whatever may be their action, he will receive it in the consciousness of having discharged his full duty, to them and to the State, and to the Corporation he represents, and in the full belief that this Convention will take such action as an enlightened patriotism, and an honest conviction of duty, shall seem of them to require.

ROBT H. COWAN,  
Pres't W., C. & R. R. R.

NOTE.—A proper inquiry has been made as to whether the \$3,600,000, used in the construction of the W. C. & R. R. R., has been economically expended. This question, we think, can be most satisfactorily answered.

Of the \$3,600,000, the sum of \$450,000 has been expended in grading, &c., upon that part of the Road still unfinished. Add to this the \$350,000 expended to repair the damage and destruction caused by the war, and we have the sum of \$800,000. This deducted from the \$3,600,000 leaves the cost of the 148 miles completed to be \$2,800,000, or less than \$19,000 per mile.

How does this compare with the cost at which other Rail Roads have been constructed?

By the published report of the Director of the Bureau of Public Statistics at Washington, brought down to the close of the year 1867, we find, in the round numbers, the average cost per mile of the Rail Roads of different States to be as follows :

New England States,.....	over \$40,000
New York,.....	nearly 50,000
Pennsylvania,.....	over 50,000
Illinois,.....	45,000
Ohio,.....	42,000
Virginia,.....	30,000
Tennessee,.....	35,000
Mississippi,.....	27,000
Georgia,.....	22,000
South Carolina,.....	26,000
Average cost of all the Rail Roads in the United States is nearly.....	40,000
The Western States U. S. Government grants to the Pacific Railroad, for the section crossing the plains,....	\$16,000 per mile.
To another section,.....	34,000 “ “
To “ “.....	48,000 “ “
To “ “.....	56,000 “ “

besides the alternate sections of land through which it passes. Yet the W. C. & R. Railroad, including real estate, depot buildings, warehouses and equipments of all kinds, has cost less than \$19,000 per mile.

REMARKS.—The interest upon the bonds endorsed by the State, under this application, has been regularly paid up to the present time ; and there is no reason why the company shall not continue regularly to pay it hereafter.

ROB'T. H. COWAN, President.

October 20th, 1869.



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SUPERINTENDENT'S REPORT,  
EASTERN DIVISION.

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# Superintendent's Report.

## EASTERN DIVISION.

EASTERN DIVISION, W., C. & R. R. R.,  
Engineer and Gen'l Superintendent's Office,

WILMINGTON, N. C., July 31st, 1869.

COL. ROBERT H. COWAN, *President*

*Wilmington, Charlotte and Rutherford Rail Road Company :*

SIR :—I have the honor to submit the following report of the operations of this Division of our Road, for the eleven months, ending 31st July, 1869 :

The receipts have been as follows :

For Freights.....	\$142,580 79
“ Passengers.....	14,494 73
“ U. S. Mail.....	3,525 00
“ Passengers on Stage.....	713 40

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Total Receipts..... 161,313 92

The operating expenses have been \$87,289 90.

The proportion of operating expenses to gross receipts have been 54 per cent.

The following will exhibit the permanent and operative expenses for the eleven months, beginning Sept. 1st, 1868, and ending 31st July, 1869 :

	Permanent.	Operative.	Totals.
Bridges and Trestle.....	\$ 3,500 08	\$ 4,527 08	\$ 8,027 08
Cross-ties .....	2,029 79	4,694 41	6,724 20
Expenses .....	6,020 40	5,864 00	11,884 40
Freight Damages.....	593 83	414 76	1,008 59
Steam Ferry.....	750 00	8,982 42	9,732 42
Stores .....			
Road Department.....	3,818 17	15,627 29	19,445 46
Mechanical Department.....	17,937 02	20,175 80	38,172 82
Oil and Waste.....	319 84	1,734 76	2,054 60
Section Houses.....	456 57		456 57
Stock Damages.....	180 50	50 00	230 50
Shops .....	30 00		30 00
Stage Line.....	1,215 25		1,215 25
Transportation Department....	362 57	14,063 45	14,426 02
Taxes .....	1,590 27		1,590 27
Wood.....	5,208 32	11,155 93	16,364 25
W. H. & W. Stations .....	5,522 88		5,522 88
Wall's Ferry.....	260 40		260 40
Equipment.....	16,586 75		16,586 75
Totals.....	66,442 56	87,289 90	153,732 46

By consolidating the expenditures of the different departments, it stands as follows :

	Permanent.	Operative.	Totals.
Transportation Department....	\$ 19,174 97	\$ 23,045 87	\$ 42,220 84
Mechanical Department.....	18,346 86	21,910 56	40,257 42
Road Department .....	20,535 73	36,004 71	56,540 44
General Expenses.....	8,385 00	6,328 76	14,713 76
Totals.....	66,442 56	87,289 90	153,732 46

From the report of the "Master of Transportation," we find the following to be the principal items shipped over the Road during the time :

ARTICLES SHIPPED.	Quantity.
Barrels Naval Stores.....	114,290
Bales Cotton.....	7,997
Bushels Grain.....	68,014
Bales Hay.....	4,574
Barrels Flour.....	4,218
Barrels and bags Guano, Lime, &c.....	30,794
Pounds Bacon and Pork.....	627,696
Packages of Furniture.....	1,631
Boxes and bales Dry Goods.....	2,605
Boxes and casks Hardware.....	12,256
Packages Groceries.....	12,680
Lumber, feet, B. M. }	868,841
Timber, " }	
Agricultural Implements.....	731
Empty Barrels.....	10,739
Miscellaneous Packages.....	36,697

The receipts from Freights are 88 per cent. of gross receipts.

Average gross receipts per mile of road operated \$1,320 89.  
 Number passengers carried—First Class.....3,779  
 “ “ “ Second Class.....3,788

Gross receipts for passengers per mile of road operated \$123 88.

Average receipts per passenger \$1 91.

Number miles averaged by each passenger 42.46.

Our Freight Tariff was much reduced on the principal articles offered for transportation, which will account for the comparatively small receipts for the amount of labor performed.

#### MECHANICAL DEPARTMENT.

There are on this Division :

8 Locomotive Engines.  
 2 First-Class Passenger Coaches.  
 2 Second “ “ “  
 2 Mail and Baggage Cars.  
 House Freight “  
 76 Platform “  
 18 Hand “  
 4 Crank “  
 6 Pr. Timber Trucks.

Seven of the Engines are in running order, and in daily service, but will require heavy repairs for the ensuing year. The boilers of the NORTH STATE, CLEVELAND and RUTHERFORD must be rebuilt at an early date, and new Tyres put on the driving wheels of the LINCOLN. Such being the condition of the above Engines, with a largely increased business, the purchase of two new Engines will be necessitated.

The Passenger Coaches are in good running order—will want new wheels soon, which we have on hand.

The outlay on Freight Cars has been more than ordinarily heavy. Have rebuilt five Box Cars and put new Shutters and Brakes to all of the new Box Cars that we have put in use, the original ones being insecure. The heavy usage that our Flat Cars have undergone in transporting timber, heavy

lumber and iron, caused the repairs to be much more than heretofore.

We have built one new Crank Car and rebuilt three, put up six pole Cars and rebuilt many of the old ones.

I would once more most respectfully urge the great necessity of purchasing a large stationery Engine and more machinery for our shops.

A tabular statement of the operations of this Department in detail, with material, tools and machinery on hand, will be found annexed.

#### ROAD DEPARTMENT.

This department has been successfully and economically operated. The maintenance of road-bed and track cost but \$13,517 75 for labor. The time made by track hands averaged less than five hands to the section of ten miles, at an average cost of \$13 80 per month, including the cost of rations. The road has not only been kept in good order, with this inadequate force of track hands, but many permanent improvements made by enlarging ditches and embankments, renewal of trestles, &c.

The greater portion of the outlay on Bridges and Trestle has been on that of Big Swamp, in cutting off the decaying, piling and putting on bents. The trestle at Argyle, across Lumber river, has been thoroughly repaired. All the small trestles are in good condition. Brown Marsh, Bryan's Swamp and Rattlesnake will require extensive repairs during next year.

The work on Warehouses and Water Stations were the building of one Warehouse, one Cotton and Naval Store platform, one Engine house, one house for stage driver, one house for hay, &c., one water tank and pump house at Rockingham, one Warehouse at Laurinburg and one at Shoe Heel.

The Warehouse at Sand Hill has been fitted up, and used as Warehouse and dwelling for Section Master. We have also built a house at Sand Hill for Section hands, and have two more under way of construction for Section Master and hands on twelfth section.

¶ There has been two turn-tables put in, one at Rockingham and one at Bladenboro'.

The road-bed, track, ditches, &c., have all been gradually improving since the close of the war, while the expenditures for repairs have been decreasing annually.

For a more detailed account of the operations of this department I most respectfully refer you to the accompanying tabular statement from the Road Master. (See table).

In closing this part of my report, it affords me much pleasure to bear cheerful testimony to the faithfulness of your department officers, each of whom merit your special consideration for their trustworthiness in the discharge of their respective duties, and so with their subordinates, who have remained steadfast in the performance of their assigned duty.

#### GRADUATION AND CONSTRUCTION.

Since your last annual meeting, the cribbage around the Wilmington wharf, at the Company's Depot, has been completed at a cost of twenty-nine hundred and forty-eight and (\$2,948 64) 64-100 dollars; and thirty-one thousand (31,000) yards of earth filled in, which cost thirty-nine hundred (\$3,900 00) dollars. The Contractor, Capt. H. M. Drane, now has a large force on the above work.

The grading, with bridges and trestle, from our Wilmington Depot to Hilton Bridge, has been completed at a cost of seven thousand two hundred and forty-eight (\$7,248 58) 58-100 dollars, since Sept. 1st, 1868. Total cost of the above work has been eleven thousand and ninety-seven (\$11,097 78) and 78-100 dollars, street bridge included.

The track, from that of the Wilmington Railway Bridge Company's at "Meares' Bluff," to the line of our road, one and a half miles from the river-side, distance two and one half miles; the track from Sand Hill to within one and a half miles of "Pee Dee river," distance eleven and a half miles; the grading, with masonry, bridges and trestle to the latter place, were completed early in the Spring.

The above track-laying, rebuilding trestle on old work between Juniper Branch and Rockingham, regrading road-bed



to same place, the cross-ties for the fourteen miles track, &c., cost \$16,793 18.

I give below the total cost of the grading, masonry, bridges and trestle and quantities from "Rockingham" to "Pee Dee river." Also that portion done since 1st Sept., 1868. The original approximate quantities of excavation, embankment and masonry between "Pee Dee river" and Charlotte, with the amount done in each county, and the cost, prior to January, 1863; also the amount, and cost, by the present Contractor, Mr. Robert Harvey, to 31st July, 1869:

Cost of grading, masonry, bridges and trestle, from Rockingham to Pee Dee river, to Sept. 1st, 1868....\$143,911 22  
Cost since Sept. 1st, 1868..... 33,749 74

Total cost of the above work..... 177,660 96

Quantities in the above work.	Exca.	Rock.	Embk.	Mason-ry.	Timber.	A. C.
From Rockingham to Pee Dee river.	101,447	28,435	286,654	867	162,448	1,798
In canals, " " " "	30,964	6,600				
Total quantities .....	132,411	35,036	286,654	867	162,448	1,798

Stone quarried for Pee Dee bridge.....\$5,000 00

Total approximate quantities.	Exca.	Rock.	Embk.	Mason-ry.	Timber.	Cost.
Total approximate quantities in Anson, Union and Mecklenburg.....	1,397,017		1,883,959	12,362		
Original approximate quantities in Anson.....	702,621		923,347	5,617		
Quantities done prior to Jan'y, 1863, in Anson.....	177,819	26,880	258,122	3,891		\$73,390 08
Quantities done to 31st July, 1869, in Anson.....	50,956	2,906	48,636	693	33,220	31,550 30
Original approximate quantities in Union.....	311,182		414,586	4,587		
Quantities done prior to Jan'y, 1863, in Union.....	55,256	60,669	145,900	1,340		45,681 48
Original approximate quantities in Mecklenburg.....	383,214		544,026	2,058		
Quantities done prior to Jan'y, 1863, in Mecklenburg.....	36,161		32,321	143		6,178 55
Total done to 31st July, 1869.....	316,283	90,455	485,039	6,067		
" to be built.....	980,279		1,395,080	6,195		

All of which is most respectfully submitted.

WM. I. EVERETT,

*Engineer and Superintendent Eastern Division.*



# REPORT OF THE MASTER OF MACHINERY from 31st day of August, 1868, to 31st day of July, 1869.

	Days No.	Labor and Cost	Cost of Material.	Total Labor and Material.	Lbs. Tallow and Cost.	Gall. Oil and Cost.	Cords Wood and Cost.	Lbs. Waste and Cost.	Cost of Packing.	Total Running Expenses.	No. of Miles Run.	Cost per Mile Run	Miles Run to Pint of Oil.	Miles Run to Cord of Wood.
Engine North State.....	149	\$ 324 12	\$191 05	\$ 515 17	233	\$33 23	57	\$62 38	319	\$ 797 50	185	\$ 25 40	\$ 7 86	\$ 926 37
" Rutherford.....	564	1,206 27	968 56	2 174 83	302	41 49	63	69 34	368	920 00	275	37 21	17 85	1,085 89
" Cleveland.....	259	591 32	98 72	690 04	274	39 69	73	74 15	400	1,000 62	282	38 68	9 96	1,163 10
" Gaston.....	536	1 068 83	400 58	1,469 41	126	18 07	43	47 16	193	495 63	124	17 07	4 80	582 73
" Lincoln.....	171	366 26	95 03	461 29	34	48 35	77	86 72	705	1,763 50	281	38 60	8 57	1,944 74
" Mecklenburg.....	328	737 90	207 11	945 01	338	48 19	89	100 34	667	1,669 37	264	36 30	7 05	1,861 25
" Bladen.....	33	696 93	826 75	1,023 68	267	37 94	68	71 53	428	1,070 00	228	31 28	4 63	1,216 38
" Union.....	755	1,449 13	235 18	1 684 31										
Total Engines.....	3 095	\$6,440 76	\$2,522 98	\$8 963 74	1,883	\$266 96	470	511 62	3086	\$7,715 62	1641	\$224 54	\$60 72	\$8 779 46
Passenger and Baggage Cars.....	227	580 09	294 49	874 58										
House Freight.....	1,037	2,013 83	1,117 82	3 131 65										
Platform ".....	496	943 21	382 45	1,325 66										
Hand and Crank.....	281	542 17	148 28	690 45										
Total Cars.....	2 088	\$4 079 30	\$1 943 04	\$6 022 34										
Machinery and Tools.....	330	605 12	237 53	842 65	3	45 62	55 77	335	837 50	177	24 62	3 30	921 6	
Shops and Houses.....	247	502 75	279 92	782 67										
Yard Work and Watch.....	1,539	1,064 77		1,064 77										
Total Shops, &c.....	2,117	\$2,172 64	\$517 45	\$2 690 09	3	45 62	\$55 77	335	\$837 50	177	\$24 62	\$3 30	\$921 64	
Road Department.....	151	316 46	62 51	378 97		23	21 51		4	56		24 07		
Warehouses and Water Stations.....	257	525 87	403 88	929 25		4	6 65					6 65		
Distribution of Material.....	687	1,120 06	84 31	1,204 37		196	80 57		86	11 90		92 47		
Construction of Road.....	520	910 54	278 62	1,189 16	1	15 40	26 06		20	2 92		29 13		
Total Road Department.....	1,619	\$2 872 93	\$828 82	\$3,701 75	1	15 205	\$134 79		110	15 38		\$150 32		
Transportation of Passengers.....	899	1,371 21	95 84	1,467 05		152	85 15		112	15 51		100 66		
" Freight.....	1,844	2,741 35	203 08	2,944 43		354	218 87		274	36 89		255 76		
" Lumber.....	817	1,296 06	179 37	1,475 43		138	77 80		109	15 14		92 94		
Steamer General Howard.....	103	219 69	44 83	264 52	51	7 73	7 90		79	9 82	1 20	27 75		
Total Transportation Department.....	3,664	\$5,628 31	\$523 12	\$6 151 43	51	7 73	\$890 82		570	\$77 36	\$1 20	\$477 11		

MATERIAL ON HAND.

Total.....	\$8,262 49
Miscellaneous.....	\$1,599 57
Coal.....	\$20 30
Lumber.....	\$293 70
Paints, &c.....	\$1,700 50
Oil and Waste.....	\$242 63
Hardware.....	\$324 50
Nails.....	\$135 71
Pig Iron.....	\$47 32
Steel.....	\$170 05
Cast Iron.....	\$1,730 90
Wrought Iron.....	\$1,484 00

## FOUNDRY.

No. Days.	Cost of Labor.	Cost of Material.	Lbs. Pig Iron and Cost.	Lbs. Old Iron.	Lbs. New Castings and Cost.	Lbs. Black Tin and Cost.	Lbs. Old Brass.	Lbs. New Brass and Cost.	Lbs. Coal and Cost.	Total Cost.	Cost of Iron per lb.	Cost of Brass per lb.
765	\$814 00	\$85 39	\$125	\$212 93	\$4 975	\$7 066	\$1,082 54	\$10 1	\$3 60	1,702	1.547	\$150 83

## TOOLS, &c.

Test Gage.	Vertical Drill Lathe.	Bolt Cutter.	Driving Lathe.	12 inch Shaping Machine.	36 inch Wheel Press.	Medium Lathe.	Small Lathe.	Wood Lathe.	Stationary Engine.	Cylinder Borer.	Black Smith's Tools.	Shop Tools.	Patterns.	Planing.	Shafting.	Total.
120 00	\$345 00	\$486 54	\$5,925 49	\$1,909 91	\$1,886 92	\$800 00	\$400 00	\$100 00	\$400 00	\$250 00	\$550 00	\$1,250 00	\$1,600 00	\$1,462 12	\$581 97	\$18,067 94

To Capt. W. I. EVERETT, Genl. Supt. Respectfully submitted, W. A. GILL, Master Machinist.  
COMPANY'S SHOPS, LAURENBURG, July 31st, 1869.

## REPORT OF ROAD DEPARTMENT, Eastern Division, Wilmington, Charlotte and Rutherford Rail Road, for the time commencing the 1st day of September, 1868, and ending the 31st day July, 1869.

	Cross Ties.	Lumber.	Timber.	Shingles.	Laths.	Brick.	Door Hangings, Fastenings, Lime, &c. Cost.	Total Cost of Material.	Labor.	Grand Total.
	Num-ber.	Cost.	Num-ber Feet.	Cost.	Num-ber Feet.	Cost.	Num-ber.	Cost.	Num-ber Days.	Cost.
Road Department.....	13,201	\$4,694 41						\$4 694 41	22,363	\$18 619 87
Bridges and Trestles.....			1,705	\$ 25 44	187,500	\$2,259 22		2,284 66	2,184	3,221 60
Warehouses, Water Stations, &c.....	117	32 76	159,816	2,303 61	78,743	\$355 53	10,800	\$27 00	9,500	\$95 75
Construction.....	28,714	8,213 21	15,820	220 63	67,499	898 56		\$252 39	1,772	2,760 27
Totals.....	42,032	\$12 940 38	177 341	\$2,549 63	254,999	\$3,167 78	78,743	\$355 53	10 800	\$27 00

## RETURN OF MATERIAL received, consumed and on hand for the time commencing the 1st day of September, 1868, and ending 31st day of July, 1869.

	Cross Ties.	Lumber.	Timber.	Shingles.	Laths.	Brick.	Door Hangings, Fastenings, Lime, &c. Cost.	Engine Wood.	Boat Wood.	Straight Iron.	Crooked Iron.	No. Chairs.
	Num-ber.	Cost.	Num-ber Feet.	Cost.	Num-ber.	Cost.	Num-ber.	Cost.	Num-ber Cords.	Num-ber Cords.	No. Feet.	No. Feet.
On Hand September 1st, 1868.....	15,679	\$ 5 759 05	22		12	\$177,791	\$2,168 14		2,550	\$ 7,012 60		
Received, July, 1869.....	36,777	10,879 73	178,663	\$7,573 30	179,092	2,149 21	78,743	\$355 53	10,800	\$27 00	9,500	\$95 75
Consumed, July.....	42,032	12,940 38	177,341	2,549 63	254,999	3,157 78	78,743	355 53	10,800	27 00	9,500	\$95 75
On Hand, July.....	10,424	3,698 40	1,344	23 74	101,844	1,159 57			2 132	5 048 62		

## REPORT OF TOOLS received, worn out and on hand.

## COOKING UTENSILS.

	Pole Cars.	Cranks.	Tamping Bars.	Spades.	Shovels.	Hoes.	Bush Hooks.	Axes.	Adzels.	Chisels.	Cold Chisels.	Iron Cut Saws.	Hand Saws.	Angers.	Spike Mails.	Crow Bars.	Hammers.	Picks.	Grind Stones.	Hatchets.	Wrenches.	Tongs.	Stoves.	Pots.	Ovens.	Buckets.	Sieves.	Measures.	Balances.
On hand September 1st, 1868.....	17	2	6 90	163	8 16	75	10 11	15	12	5	16	5	37	2	24	11	2	2	2	2	2	2	2	2	2	2	2	2	2
Received, July, 1869.....	4			162																									
Worn out, July.....	4		10	225		140																							
On hand, July.....	17	2	6 80	100	8 15	35	10 11	9	14	5	16	5	38	2	36	11	3	2	2	2	2	2	2	2	2	2	2	2	2

To Capt. Wm. I. EVERETT, Genl Supt.

L. T. EVERETT, Road Master.





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SUPERINTENDENT'S REPORT,  
WESTERN DIVISION.

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# Superintendent's Report.

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## WESTERN DIVISION.

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WESTERN DIVISION, W., C. & R. R. R.  
Engineer and Superintendent's Office,

LINCOLNTON, October 10th, 1869.

*To the President and Directors of the*

*Wilmington, Charlotte and Rutherford Rail Road Company :*

The following report of the transactions of this Division of your road is respectfully submitted to your consideration :

I propose to exhibit, as concisely as possible, a comparative statement of the receipts from transportation, together with a statement of the receipts from all sources, the cost of permanent structures and repairs, and the operating expenses for the eleven months, beginning with the 1st of September, 1868, and ending on the 31st day of July, 1869, the date of the reorganization of the Company, under, and in compliance with, its amended charter. For the further satisfaction of the Board, I have added the receipts for the month of August, in order that the comparative statement may be more plainly understood.

This tabular statement presents a gratifying comparison with that of the fiscal year ending August 31st, 1868, and manifest that the condition of the Western Section is under a gradual recuperation from its previous state of depression.

## COMPARATIVE STATEMENT.

## RECEIPTS FROM TRANSPORTATION.

FISCAL YEAR 1868.				FISCAL YEAR 1869.			
MONTHS.	From Freights.	From Passengers	Total from Frt. & Pass.	MONTHS.	From Freights.	From Passengers	Total from Frt. & Pass.
1867.				1868.			
September, .	\$1,105 19	\$700 00	\$1,805 19	September, .	\$1,434 38	\$985 05	\$2,419 43
October, . . .	1,231 61	554 85	1,786 46	October, . . .	2,013 54	712 00	2,725 54
November, . .	1,604 71	457 80	2,062 51	November, . .	1,739 66	536 65	2,276 31
December, . .	1,452 04	573 25	2,025 29	December, . .	2,171 55	772 65	2,944 20
January, 1868	1,363 15	564 25	1,927 40	January, 1869	1,955 35	690 35	2,645 70
February, . .	1,796 85	569 40	2,366 25	February, . .	2,138 39	683 25	2,821 64
March, . . . .	1,508 14	458 70	1,966 84	March, . . . .	2,098 28	746 50	2,844 78
April, . . . .	1,393 65	433 05	1,826 70	April, . . . .	1,970 65	735 25	2,705 90
May, . . . . .	1,371 06	458 55	1,829 61	May, . . . . .	1,403 28	751 40	2,154 68
June, . . . . .	1,341 35	506 50	1,847 85	June, . . . . .	1,536 65	596 50	2,133 15
July, . . . . .	1,001 01	739 75	1,740 76	July, . . . . .	1,305 30	970 50	2,275 80
August, . . . .	1,243 76	782 15	2,025 91	Total for			
				11 months,	\$19,767 03	\$8,180 10	\$27,947 13
				For August,	1,530 35	899 65	2,430 00
	\$16,412 54	\$6,798 25			\$21,297 38	\$9,079 75	
For Fiscal year 1868, . . . . .			\$23,210 79	Total for 12 months, . . . . .			\$30,377 13
Receipts for U. S. Mail Trans. . . . .			1,200 00	Due from Mail Transportation, . . . .			1,350 00
Total for 1868, . . . . .			\$24,410 79				\$31,727 13

This exhibit shows a gain over the previous twelve months of about thirty (30) per cent; and, from the comparison, I feel justified in giving assurance to the Company that, as soon as your wishes for the completion of the road to Shelby can be accomplished, the receipts of the Division will be increased nearly one hundred per cent., without an appreciable increase of expense, for the increased distance of passengers and freights transported.

The receipts from all sources from the 1st September, 1868, to the 1st August, 1869, are as follows:



From balance on hand Sept. 1st, 1868.....	\$14,815 11
“ S. W. Stubbs' Stock and Interest.....	534 22
“ W. A. Michals' “.....	237 50
“ S. Black's “.....	2 20
“ W. Harty, former Agent.....	282 24
“ Eastern Division.....	1,702 23

Total from other sources than transportation.....	\$17,573 50
“ “ transportation for 11 months.....	27,947 13

“ “ all sources, July 31st, 1869.....\$45,520 63

The expenditures for the same period, include amounts paid on account of permanent structures and repairs, for operating expenses proper, and for some accounts incidental, but not properly chargeable to the operating expenses of the road, and also for the payment of old debts, most of which are of long standing, and are classified and distributed to their respective accounts, as exhibited in the following statement:

On Different Accounts.	On Old Debts.	On Permanent Structure, &c.	On Operating Expenses	On Incidental.	Total Expendi- tures.
Oil and Waste,.....	\$28 55	.....	\$291 32	.....	\$319 87
Trestles,.....	407 49	\$662 88	.....	.....	1,070 37
Engineering Dep't....	839 92	.....	.....	\$1,105 00	1,944 92
Bridges and Masonry,	54 30	.....	.....	.....	54 30
Warehouse & W. S....	1,576 69	.....	.....	.....	1,576 69
Road Department,....	3,159 60	.....	5,014 67	.....	8,174 27
Machinery,.....	1,639 82	.....	2,366 14	.....	4,005 96
Expense,.....	3,090 83	.....	3,115 90	.....	6,206 73
Interest,.....	41 08	.....	.....	.....	41 08
Road Crossings,.....	.....	.....	105 50	.....	105 50
Taxes,.....	.....	.....	.....	258 20	258 20
Stores,.....	17 62	.....	1,735 04	.....	1,752 66
Transportation,.....	3,034 92	.....	6,308 77	.....	9,373 69
Wood,.....	313 50	.....	1,486 34	.....	1,799 84
Grading Force No. 2,	223 55	.....	.....	.....	223 55
Sills,.....	678 70	.....	2,809 60	.....	3,488 30
Total for 1869,.....	\$15,136 57	\$662 88	\$23,233 28	\$1,363 20	\$40,395 93

Leaving a balance, July 31st, 1869, of.....\$5,124 70

# EXPENDITURES FOR ELEVEN MONTHS.

This amount, together with other sums forwarded by Col. R. H. Cowan, the late President, to the Treasurer of the Western Division, since the reorganization, for the purpose of discharging the existing liabilities of the old Company, have been paid by the Treasurer, in compliance with the resolution passed by the Stockholders at their last meeting, and will be set forth fully in his report.

The cost for operating the road for the ensuing year will approximate, for monthly expenses, very nearly to the following estimate:

FOR ROAD DEPARTMENT.	
1 Road Master, at.....	\$75 00
5 Section Masters, at \$35 00.....	175 00
35 Laborers, at \$15 00.....	525 00
	<hr/>
Per month,.....	\$775 00
FOR TRANSPORTATION.	
5 Station Agents,.....	\$200 00
3 Engineers,.....	215 00
2 Conductors,.....	150 00
2 Brakemen, 3 Firemen, 6 laborers,....	250 00
	<hr/>
Per month,.....	\$815 00
For Sills, 1,000 per month, at 35 cents,..	350 00
“ Wood, 100 cords, at \$1 75,.....	175 00
“ Oil and Waste,.....	35 00
“ Trestle,.....	250 00
“ Machinery,.....	200 00
“ Expense,.....	275 00
	<hr/>

Total approximate monthly estimate for 1870,.....\$2,875 00

The above estimate is based upon the completion of the road to Shelby by the first of January, 1870. The road-bed is now completed within five miles of that point, and the contractors are prepared to lay the iron as soon as delivered. It is to be hoped that no cause will intervene to prevent its speedy completion.

Very respectfully,

B. S. GUION, *Eng. & Supt.*

W. Div., W., C. & R. R. R.

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TREASURERS' AND AUDITING  
COMMITTEE'S REPORT.

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## CONDENSED STATEMENT OF CASH, Oct. 9th, 1869.

To balance, Aug. 31st, 1868 .....	\$ 5,411 55	
“ cash from Bills Payable .....	52,617 50	
“ “ “ Transportation.....	152,127 86	
“ “ “ Capital Stock.....	181 34	
“ “ “ P. O. Department.....	4,230 00	
“ “ “ Individuals.....	18,467 44	
“ “ “ Bills Receivable.....	4,259 92	
“ “ “ President on Account Bonds....	256,146 23	
“ “ “ Other Sources.....	2,898 00	
By cash paid to Wilmington Wharf.....		\$ 5,628 22
“ “ “ “ Steam Ferry.....		5,271 55
“ “ “ “ Freight Damages.....		1,296 65
“ “ “ “ Wood.....		6,038 24
“ “ “ “ Bills Payable .....		81,135 24
“ “ “ “ Negro Bonds .....		4,657 33
“ “ “ “ Construction.....		8,887 83
“ “ “ “ Road Department.....		189 52
“ “ “ “ Western Division.....		61,990 11
“ “ “ “ Taxes .....		8,883 36
“ “ “ “ Oil and Waste .....		1,406 46
“ “ “ “ Attorney’s Fees.....		975 00
“ “ “ “ Shops.....		315 75
“ “ “ “ Section Houses.....		51 36
“ “ “ “ Engineering.....		1,687 68
“ “ “ “ Stock Damages.....		180 50
“ “ “ “ Equipment.....		9,986 05
“ “ “ “ Expenses.....		15,019 92
“ “ “ “ Iron Account.....		7,791 44
“ “ “ “ Mechanical Department.....		6,957 78
“ “ “ “ Chains and Spikes.....		2,178 62
“ “ “ “ Interest .....		26,757 56
“ “ “ “ Profit and Loss.....		255 00
“ “ “ “ Stage Line.....		1,707 74
“ “ “ “ Railway Bridge Co.....		22,291 57
“ “ “ “ Transportation.....		893 01
“ “ “ “ Graduation .....		61,275 44
“ “ “ “ Bridges and Trestles .....		2,741 04
“ “ “ “ Stores.....		11,927 91
“ “ “ “ W. H. & Water Stations.....		884 73
“ “ “ “ Cross Ties.....		1,961 26
“ “ “ “ Anticipation Bonds.....		30,913 06
“ “ “ “ Pee Dee Bridge.....		2,853 25
“ “ “ “ Individuals .....		15,862 12
“ “ “ “ Pay Rolls, 1867 and ’68.....		24,270 06
“ “ “ “ “ “ 1869.....		40,705 76
Land Damages.....		125 00
Balance .....		28,386 72
	496,339 84	496,339 84

I. T. ALDERMAN, *Treasurer Eastern Division*  
WILMINGTON, N. C., Oct. 9th, 1869.

*Balance Sheet from the Books of the Wilmington, Charlotte and  
Rutherford R. R. Co., Eastern Division, Oct. 9th, 1869.*

	DR.	CR.
Coupon Bonds.....		\$1,800,000 00
James Lytch.....	\$ 223 33	
S. W. Davis.....	879 91	
DeRosset & Brown.....	12,916 00	
W. L. Steele.....	153 36	
Superstructure.....	65,862 72	
Negro bonds, 1861.....	10,416 92	
Pee Dee bridge.....	35,374 39	
Section Houses.....	2,557 77	
Hospital Department.....	5,918 75	
L. J. Kelly.....		24 40
George Morrison.....		106 21
Pay Rolls, 1861.....	8,712 39	
Real Estate.....	75,931 29	
Negro Bonds, 1862.....		1,308 75
David Swindell.....	20 00	
J. J. Sellers.....	100 00	
B. W. & W. L. Beery.....		6,658 00
Steamer Clarendon.....	10,800 41	
Negro Bonds, 1863.....		3,751 70
Stock Damages.....	984 75	
John Freeman.....	6 00	
David Gay.....	10 25	
J. A. Parker.....		31 26
W. J. Speira.....		132 63
W. L. De Rosset.....	180 00	
R. S. French.....	769 50	
Negro Bonds, 1860.....	994 54	
Anson county bonds.....		9,973 46
Wilmington & Weldon Railroad Company.....	10,640 88	
Salter Lloyd.....	933 95	
Western Railroad Company.....	11,435 85	
Roberts & Co.....	678 10	
T. M. Kelley.....	10 00	
W. H. Allen.....	104 00	
R. W. Blaney.....	331 19	
Joseph Green.....	41 68	
Union county bonds.....	40,275 95	
River Side Salt Works.....	3,369 89	
J. D. Gardner.....	265 32	
Right-of-way.....	3,011 68	
Collecting Agents.....	773 82	
B. F. Randolph.....	90 89	
J. I. McCallum.....		2,336 00
R. L. Nichols.....	24 12	
Taxes.....	7,452 26	
Chairs and Spikes.....	28,184 94	
L. A. McLaurin.....	4,007 26	
J. Goodwin.....		46 06
D. W. Middleton.....		525 00
Capt. B. McRae.....	947 16	
Shops.....	13,176 83	
W. O. McNeill.....	155 09	
Anticipation Bonds.....		21,215 42
D. M. McLaurin.....	8,639 98	
M. Cronly.....		1,300 00
W. B. Robinson.....	8 00	
J. D. Gardner.....	200 00	
Capt. J. A. Nicholson.....	961 52	
Dr. J. F. McRes.....	53 02	
Confederate States.....	87,099 99	
Negro Bonds, 1864.....		15,251 33
J. L. Bridger.....	400 00	
J. W. Smith.....	140 00	
H. Middleton.....	1,253 50	
Attorney's Fees.....	3,575 00	
4 per cent. Bonds.....	35,000 00	
T. C. Miller.....	6,000 00	
Collie & Co.....	35,846 00	

Carried forward.

\$537,910 15 \$1,862,650 22



*Balance Sheet from the Books of the Wilmington, Charlotte and  
Rutherford R. R. Co., Eastern Division, Oct. 9th, 1869.*

	Dr.	Cr.
Brought Forward.....	\$537,910 15	\$1,862,669 22
T. M. Kelly.....	3,405 45	
Pay Rolls, 1865.....		312 90
State of North Carolina.....	120,618 63	
Storage.....		11,300 00
Jacob Wessel.....	125 36	
Iron account.....	415,095 93	
Knowles, Breeland & Co.....	12 00	
Charles Kenland, jr.....	10,184 55	
D. D. Allen.....	25 00	
Mecklenburg Bonds.....	15,500 00	
Company's Scrip.....		125 75
W. D. McNeill.....	327 95	
Negro Bonds, 1865.....	2,366 50	
Steamer Howard.....	20,437 92	
T. E. Roberts.....	316 72	
Charles Malloy.....	189 00	
Manhattan Oil Company.....		1,053 31
C. Shaler Smith.....	652 55	
Union Car Works.....	18 69	
B. W. Beery.....	1,220 21	
Experimental Survey.....	565 24	
Suspense Account.....	566 09	
Tyng & Co.....		10
Equipment.....	180,645 50	
Wharf at River side.....	26,293 48	
George A. Hubbard.....		371 29
J. F. Williams.....	2 75	
Railway Bridge Company.....	58,791 57	
First Mortgage Bonds.....		2,490,162 80
Profit and loss.....	319,804 77	
Engineering.....	62,863 71	
W. R. French.....	80 53	
Bills Receivable.....	14,784 45	
R. H. Cowan.....	1,742 61	
Wilmington Wharf.....	9,137 34	
Pay Roll, 1868.....		1,149 94
Road Department.....	196,513 31	
J. C. McLaurin.....	198 08	
Wood.....	67,124 80	
Cross-ties.....	156,591 81	
J. J. Sellers.....	10,237 31	
Expenses.....	91,818 28	
Graduation.....	683,502 24	
Steam Ferry.....	108,492 34	
Transportation.....		1,411,286 56
Interest.....	440,916 64	
Mechanical Department.....	316,639 49	
Cash.....	18,386 71	
Pay Rolls, 1866.....		1,869 69
Dwinnell & Foster.....	429 03	
Western Division.....	532,834 57	
Hopkins & Janney.....	1 563 70	
Witness Tickets.....	712 91	
Construction.....	29,636 71	
Bills Payable.....		220,946 22
Pay Rolls, 1869.....		336 91
Store account.....	191 855 65	
W. & M. Railroad Company.....		731 98
Pay Rolls, 1867.....		319 46
Soutter & Co.....	2,585,657 41	
Freight Damages.....	18,141 21	
Capital Stock.....		1,560,580 93
Oil and Waste.....	58,193 01	
H. Harvey.....		21,009 53
Stage Line.....	6 792 81	
W. H. & W. Stationers.....	29,787 87	
Bridges and Tressels.....	95 444 01	
B. D. Harell & Co.....		8 41
	\$7,584,160 05	\$7,584,150 05

L. T. ALDERMAN, *Treasurer Eastern Division.*

## Auditing Committee's Report.

EASTERN DIVISION, W., C. & R. R. R.

WILMINGTON, N. C., October 13th, 1869.

*To the Stockholders of the*

*Wilmington, Charlotte & Rutherford Rail Road Co.:*

The undersigned, appointed at your last regular meeting as the Auditing Committee of the Eastern Division, beg leave to report, that they have carefully examined the books and accounts of I. T. ALDERMAN, Treasurer; find his receipts accurately stated, his disbursements all sustained by proper vouchers, showing balance on hand of twenty-eight thousand and three hundred and eighty-six and 72-100 dollars,

It gives your committee great pleasure to renew the statement previously expressed by them, as to the faithful and accurate manner in which Mr. Alderman has discharged all the duties pertaining to his office.

Respectfully submitted,

M. CRONLY, }  
C. MALLOY, } *Committee*

*Condensed Statement of Cash Account W. C. & R. R. Co., from August 31st, 1868, to June 29th, 1869.*

Balance on hand, August, 31st, 1868.....	14,815 11
Transportation,.....	23,858 40
Eastern Division,.....	2,366 73
Capital Stock and Interest,.....	773 92

North Carolina Bonds,.....	664 50
Anticipation Bonds and Interest,.....	558 03
Eastern Division,.....	311 04
Expense Account,.....	3,254 75
Road Department,.....	7,657 70
Taxes,.....	219 42
Machinery,.....	2,648 38
Oil, Waste, &c.,.....	319 87
Transportation,.....	9,055 79
Trestles,.....	1,070 37
Wood,.....	1,763 09
Sills,.....	3,458 30
Stores,.....	1,688 15
Interest,.....	409 83
Engineering Department,.....	1,799 08
Warehouse and Water Station,.....	1,249 20
Road Crossings,.....	105 50
Bridges and Masonry,.....	30 00
June 29. By Balance,.....	5,551 16

\$41,814 16

\$41,814 16

V. A. McBEE, *Treasurer Western Division.*

Also for the month of July, 1869.

1869.		
Balance on hand, June 29th, 1869,.....	5,551 16	
Eastern Division,.....	40,000 00	
Transportation,.....	2,739 98	
<hr/>		
Road Department,.....		1,197 24
Sills,.....		30 00
Wood,.....		36 75
Grading Force No. 2,.....		223 55
Machinery,.....		1,357 72
Superstruction,.....		186 54
Transportation,.....		589 87
Graduation,.....		46 25
Interest,.....		108 00
Eastern Division,.....		215 50
Taxes,.....		38 78
Bridges and Masonry,.....		24 30
Engineering Department,.....		145 84
Expense Account,.....		2,951 98
Stores,.....		64 51
Anticipation Bonds and Interest,.....		32,221 90
Warehouses, Water Stations and Sills..		237 49
By Balance,.....		8,624 92
<hr/>		
		\$48,291 14
		<hr/>

July 31.

V. A. McBEE, Treasurer Western Division.

*Old Organization, Balance Sheet, July 31, 1869.*

Real Estate.....	\$1,225 00	
Capital Stock.....		\$357,202 71
Cash (confederate).....	59,164 46	
Cash (U. S. currency).....	8,624 92	
Engineering Department.....	26,478 02	
Graduation.....	340,689 44	
Bridges and Masonry.....	126,787 36	
Superstructure.....	21,445 21	
Joint Expenses.....	3,765 32	
Profit and Loss.....	54,851 19	
Land Damages.....	5,346 53	
Collecting Agents.....	287 13	
Anticipation Bonds.....		27,200 08
Bills Receivable.....	228 25	
Rutherford Bonds.....		2,720 85
Cattle Guards.....	459 42	
Grading Ford, No. 1.....	2,904 55	
Road Crossings.....	1,423 02	
Chairs and Spikes.....	23,278 24	
Iron.....	210,902 50	
Equipments.....	37,975 06	
oupon Bonds.....		286,000 00
Damages.....	2,575 72	
Grading Force, No. 2.....	11,159 24	
Trestles.....	17,264 12	
Warehouse and Water Stations.....	27,459 05	
Cotton Account.....	5,345 67	
Four per cent Bonds.....	5,200 00	
Oil, Waste, &c.....	40,365 06	
Exchange Freights.....	2,049 32	
Wood.....	18,706 88	
Transportation.....		469,878 13
Interest Account.....	113,734 58	
Sills.....	55,885 25	
Stores.....	89,402 03	
Road Department.....	68,526 51	
Bills Payable.....		192,952 26
Expense Account.....	39,043 00	
Machinery.....	94,201 17	
Eastern Division.....		408,272 01
Taxes.....	5,703 82	
	<u>\$1,570,569 04</u>	<u>\$1,570,569 04</u>

V. A. McBEE,

*Treasurer Western Division.*





Photomount  
Pamphlet  
Binder  
Gaylord Bros.  
Makers  
Syracuse, N. Y.  
PAT. JAN 21, 1908

UNIVERSITY OF N.C. AT CHAPEL HILL



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